



Planning Commission
Meeting Agenda
December 10, 2025
5:30 pm

1. Call to Order
2. Roll Call
3. Approval of the minutes
 - 3.1. Planning Commission Meeting – October 8, 2025
 - 3.2. Planning Commission Meeting – November 12, 2025 – Cancelled
4. Public Comments (3 minutes to comment on concerns pertaining to agenda items only)
State your name and address for the record.
5. Old Business
 - 5.1. Capital Projects Updates
 - 5.1.1. ● Substantial Completion – Water Treatment Plant
 - 5.1.2. ● Project Start – Downtown Revitalization Plan & Main Street Design
 - 5.1.3. ● Project Start – Sewer Rehabilitation
 - 5.1.4. ● Bid Awarded – Exit 42 Sewer Extension
 - 5.1.5. ● Bid Awarded – SR 179 10-in Water Line
 - 5.1.6. ● Bid Awarded – Wastewater Treatment Plant
 - 5.2. Discussion on Future Land Use Plan / Master Plan
6. New Business
 - 6.1. Planning Commission Continuing Education about Board of Zoning Appeals under Tennessee Code Annotated Public Chapter 0456
 - 6.2. Draft of Daycare Zoning Amendment Related to Public Chapter 0276
7. Adjournment

STANTON PLANNING COMMISSION

October 8, 2025

5:30 P.M.

ATTENDING

Roger Peck---Chair
Modistyne Boyd---
Norman Bauer---Mayor
Robert “Rooster” Dancy---Alderman
Chris Pate----Planner

- 1. Called to Order/Establish a Quorum**---Roger Peck
- 2. Roll Call**---Alicia Smith-- not present; Kathleen McDonald stepped down from position
- 3. Approval of Minutes**----
 - 3.1 Planning Commission Meeting----September 10, 2025----Rooster motioned to accept/approve the September 2025 Minutes, Roger 2nd the motion. Carried
- 4. Public comments** (3 minutes to comment on concerns pertaining to agenda items only) ---State your *name and address for the record*
- 5. OLD BUSINESS**
 - 5.1 Discuss updating Stanton Future Land Use Plan and Master---Should we stick with the Plan or combine with Haywood County---Take another month to look it over before voting on
 - 5.2 Capital Project Updates
 - 5.2.1 Substantial Completion—Water Treatment Plant---potential completion
 - 5.2.2 Bid Awarded---Exit 42 Sewer Extension---Awarded Bid to
 - 5.2.3 Bid Awarded---SR 179 10-in Water Line---Bid award after winter
 - 5.2.4 RFP Published---Wastewater Treatment Plant---Out for Bid
 - 5.2.5 RFP Published---Downtown Revitalization Plan & Main Street Design---Out for Bid
10/25/2025
- 6. NEW BUSINESS**
 - 6.1 Election to fill Planning Commission Secretary vacancy---November meeting
 - 6.2 Site Plan Review---YMCA—Tax Map 134, Parcel 034.01---761 Hwy 222—Design review with TDOT for turn parking. Motion pending approval from engineer, Rooster motioned to accept/approve, Roger 2nd the motion. Motion Carried
 - 15,000 square foot building
 - Multi-Purpose Room that will seat 150 people
 - Single story building

6.3 Minor Subdivision Review---Tax Map 134C, Group D, Parcel 006.00---Town closed on property 10/07/2025 need to be subdivided and reviewed for approval. Rooster motioned to accept/approve, Roger 2nd the motion. Carried

Z. Adjournment---Rooster motioned to adjourn, Roger 2nd the motion. Carried



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MEMORANDUM

TO: Stanton Planning Commission

FROM: Chris Pate, Regional Planner

DATE: September 19, 2025

SUBJECT: SUMMARY OF HAYWOOD NEXT FUTURE LAND USE AND IMPLEMENTATION CHAPTER 5

The regional planner has reviewed sections of the Future Land Use plan pertaining to the current corporate limits and Highway 222 and provided a summary of the Plan from the Haywood County Website related to Stanton.

The Neighborhood Center area extends along Highway 179 to a Town Center area then the Neighborhood Center is bounded by Niblett and South Main Street. An area along the central location of Highway 222 is depicted as Neighborhood Center, which allows residential uses, commercial/retail uses, office uses, civic uses, and parks. Town Corridor allows for the uses of residential, commercial/retail, office, civic and parks. Town Center plans for residential, commercial/retail, office, light industrial, civic, and park uses. Town Residential permits residential, commercial/retail, office, light industrial, civic, and park. Employment center is targeted for office use, heavy industrial use, light industrial use, civic uses, and parks. Gateway corridor is a designation of Highway 222. (page 91). The uses are outlined in the summary as “mixed use” along Highway 70 and 222 (page 67). There is a portion of the property south of Blue Oval City that appears to be FARR but this group of properties is east of Highway 222 along the Gateway Corridor (see Page 67).

Utility provision and community facilities are anticipated to be analyzed in future documents during a 10-year horizon. (see Summary on Page 67 and 11, 12, and 13 Page 102). Some are labeled as transformative.

Neighborhood Center

Land Use Intent

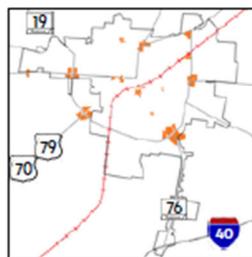
Neighborhood Centers are local activity nodes often composed of a mix of uses to provide improved access to services and goods. Typically, these nodes are walkable and convenient to adjacent neighborhoods. Frequently, Neighborhood Centers will include restaurants, shopping, local businesses, public space, and amenities. They may include an anchor such as a food market or grocery, a health and wellness center, or a community facility catering to the immediate needs of residents. Neighborhood Centers should be well connected via local streets, sidewalks, and bike facilities to surrounding neighborhoods. Associated activities, special events, and programming help define a Neighborhood Center as a place to gather and meet, and strengthen the shared sense of community. The distribution of Neighborhood Centers in Brownsville and Stanton is such that residents are no further than a 1/2 mile or 10 minute walk of neighborhood retail and service options.

General Development Character

Building forms are characterized by a combination of small to mid-size retail and occasional outparcels along the frontage of roadways. Buildings may consist of a single use or a mix of uses and scales. Neighborhood context, lighting, signage and wayfinding should be specifically considered within Neighborhood Centers. Major emphasis should be placed on streetscapes, landscaping, and site furnishings for a pleasant experience as well as screening of parking, service, mechanical, and utility equipment. Smaller-scale parking areas, an inviting pedestrian network interconnected with adjacent neighborhoods, and a convenient location with adequate infrastructure are critical to the Neighborhood Center.

General Development Form

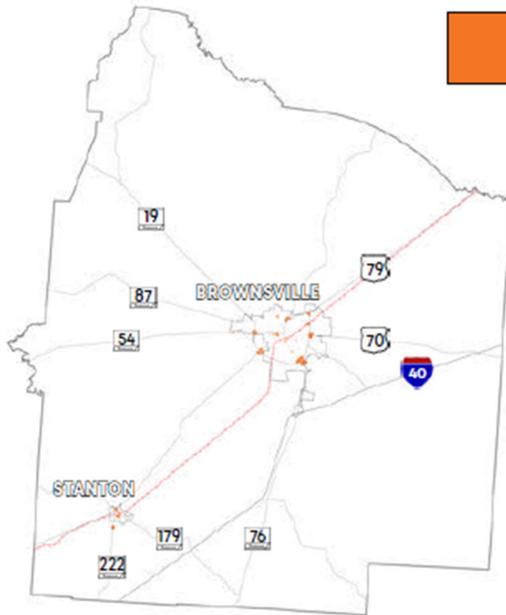
Development Pattern
Lower to moderate intensity single use & mixed-use buildings
Residential Density
6.0 - 18.0 dwelling units / acre (typical)
Non-Residential Intensity
Approximately 0.35 - 0.5 FAR (typical)
Building Height
1 - 3.5 stories
Public Space Features
Activated & programmed parks, small plazas, greenways, pocket parks
Parking
On-street parking (formal), private enclosures, interconnected & shared parking is encouraged



Brownsville



Stanton



Haywood County - Neighborhood Center Place Type

Town Corridor

Land Use Intent

Town Corridor is a linear pattern of moderate to higher density along primary transportation corridors. These corridors vary in character and use ranging from established residential neighborhoods, attached housing, civic, commercial, office, and industrial uses. Redevelopment may consist of a vertical mix of uses. Town Corridors should incorporate design features promoting safe, aesthetically pleasing, and efficient vehicle and pedestrian mobility. Investment in incompatible uses and sites should seek to minimize negative impacts on surrounding uses and may consider relocation to better suited sites in Brownsville and Stanton over the coming years. The Town Corridor does not act as a primary activity hub but uses may be accompanied by programmable public space and linear parks.

General Development Character

Building forms may be characterized by small to medium format retail and outparcels along the frontage of roadways and may consist of a horizontal or vertical mix of uses. Improved pedestrian and vehicular connectivity should be well integrated along the roadway network to other uses and buildings within the site and adjacent properties, buildings, and neighborhoods. The scale and character of investment in corridors, specifically those that provide an approach to the Town Center areas, should incorporate the same quality and pedestrian oriented focus of those in the Town Center.

General Development Form

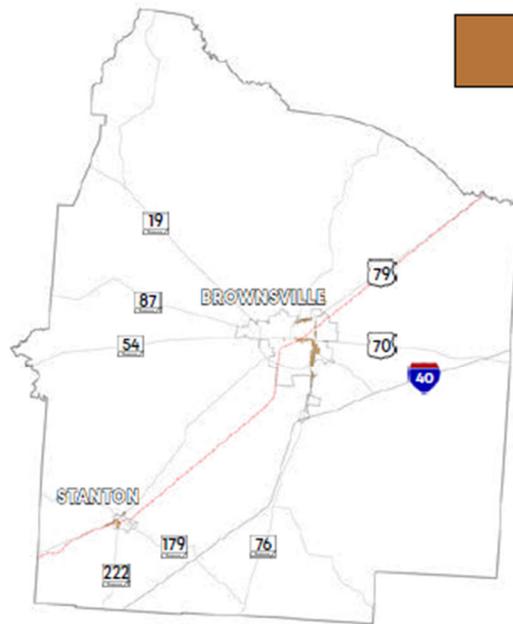
Development Pattern
Linear pattern of moderate to high single-use and mixed-use
Residential Density
6.0 - 18.0 dwelling units / acre (typical)
Non-Residential Intensity
Approximately 0.5 FAR (typical)
Building Height
1 - 5 stories
Public Space Features
Activated & programmable parks, small to medium scale plazas, linear parks
Parking
On-street (formal) where appropriate) Shared parking encouraged



Brownsville



Stanton



Haywood County - Town Corridor Place Type

Town Commercial

Land Use Intent

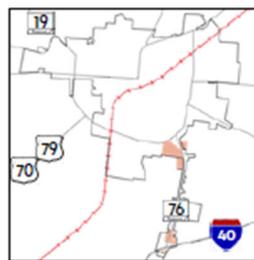
Town Commercial areas typically consist of larger, more contiguous footprints of commercial, retail, hospitality, and service uses, concentrated near and adjacent to the intersections of major roadways. Town Commercial areas are convenient to residents and major transportation routes and are suitable for large retail anchors, hotels, entertainment venues and destinations typically designed to provide services and goods to both the local and regional market. Additional smaller scale retail, moderate intensity outpatient services, and higher intensity community facilities may also be located within Town Commercial areas. Residential uses may be incorporated not as stand-alone uses but where such uses are well incorporated into the area as part of a holistic approach to placemaking.

General Development Character

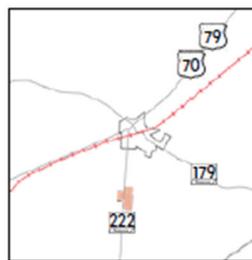
Except for hospitality, civic, and institutional uses, building forms are characterized by larger format, in-line, one-story retail and office, and often contain anchor stores with large building footprints, parking areas, and outparcels along the frontage of roadways. Pedestrian and vehicular connectivity should be integrated and coordinated between individual uses and parcels to provide ample connections between uses, buildings, bike facilities, and to adjoining neighborhoods and land uses. Land-use decisions regarding Town Commercial should give additional consideration to existing and proposed community infrastructure and capacity. The location of Town Commercial areas at gateways and approaches to Stanton and Brownsville call for investment to be of a character, scale, and pattern that embodies the qualities defined in the Vision and Growth Principles.

General Development Form

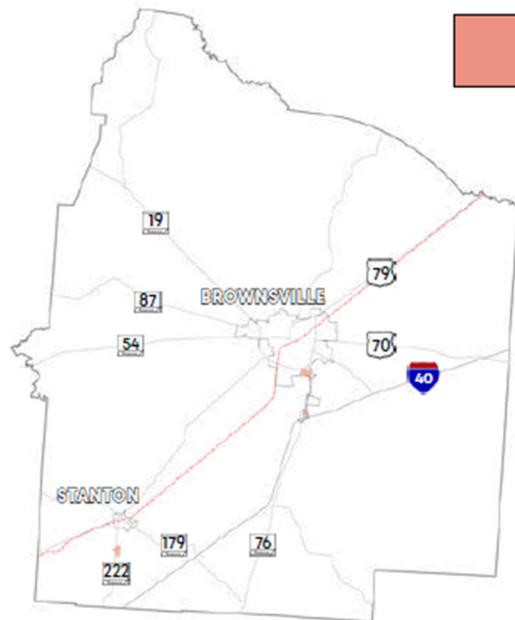
Development Pattern	Concentration of moderate intensity buildings with large footprints & associated parking areas
Residential Density	6.0 - 18.0 dwelling units / acre (where applicable)
Non-Residential Intensity	Generally less than 0.35 FAR (typical)
Building Height	1 - 5 stories (typical)
Public Space Features	Plazas, pocket parks, programmable spaces, greenbelts, improved stormwater features
Parking	Interconnected shared parking



Brownsville

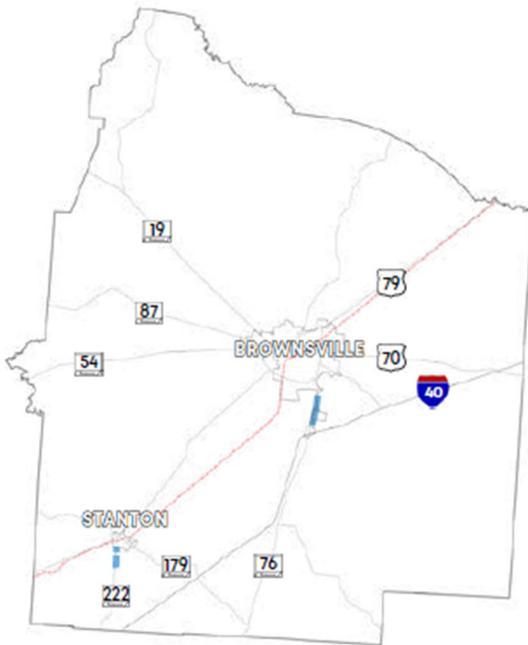


Stanton



Haywood County - Town Commercial Place Type

Gateway Corridors



Intent

Gateway Corridors should be utilized to enhance the main thoroughfare entrances into the City of Brownsville and the Town of Stanton. These corridors should consist of a holistic and unified streetscape design befitting the primary entry into the municipalities. Design of the Gateway Corridors should incorporate appropriate well-landscaped buffers, unified signage and wayfinding standards, pedestrian and vehicular scaled street lighting, and public art. Specific design and design standards should emphasize, elevate, and embody the Community's Vision and Growth Principles. The Gateway Corridors may be extended and/or new Gateway Corridors may be defined within the 10-year horizon of the Future Land Use Plan.

Character Imagery



Well-landscaped buffer that screens development



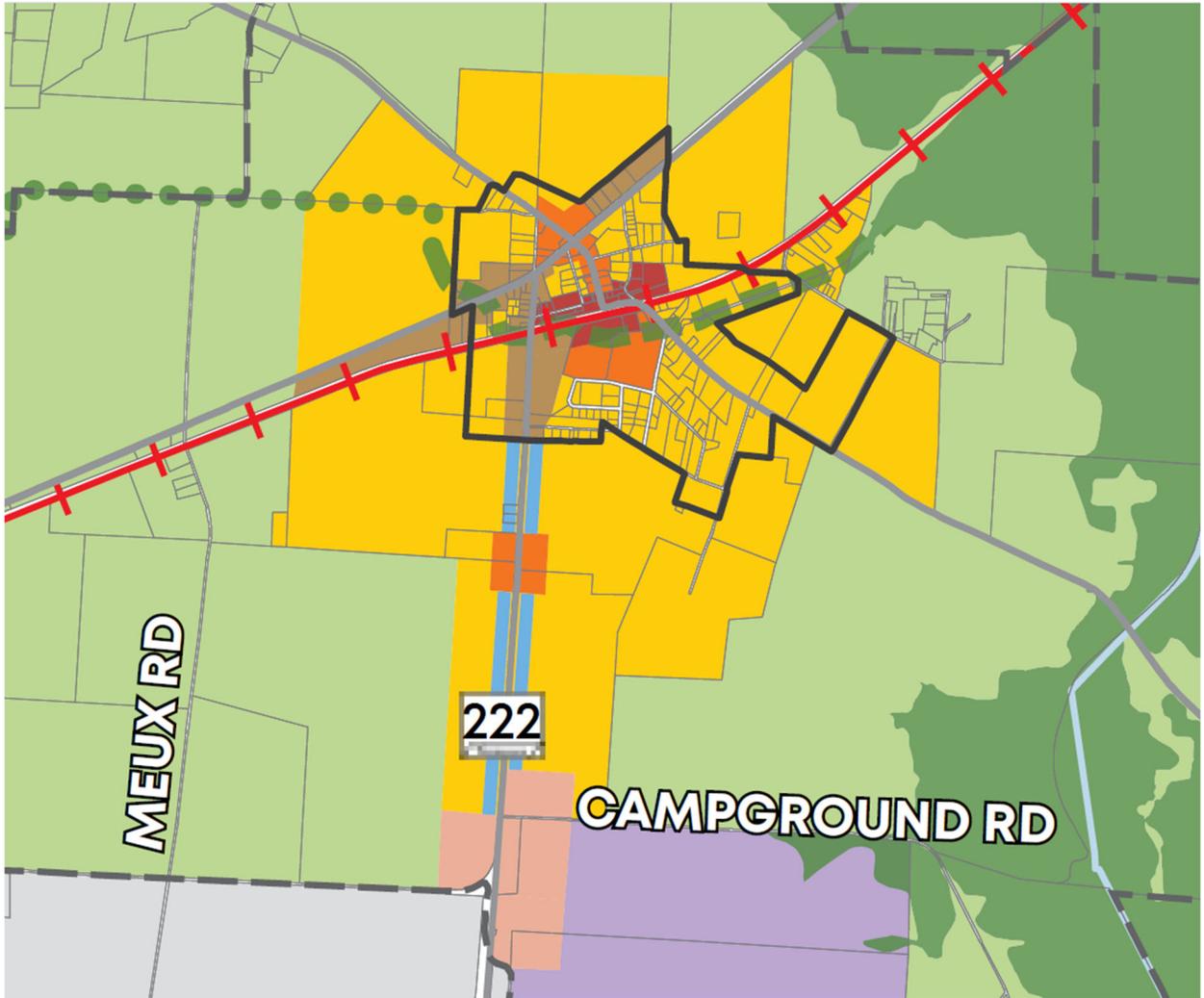
Signage paired with decorative lighting



Signage with landscaping



Emphasis at a development entry from the Gateway Corridor



Forestry, Agriculture, and Rural Residential (FARR)

Land Use Intent

Forestry, Agricultural, and Rural Residential (FARR) are important components of the agrarian West Tennessee countryside cherished by Haywood County residents. This land use is spread out across the countryside, contributing to agricultural sustainability, environmental preservation, and the preservation of the rural lifestyle and landscape. Maintaining and enhancing the viability of the area's high quality and productive farmland should be considered as part of land use discussion and decisions. FARR allows for the construction of homes and farmlets on larger lots as well as clustered single-family homes at a more moderate density, preserving significant areas for farming, forestry, and natural preserve. This approach seeks to balance residential growth, the ability of property owners to benefit from accrued generational wealth, and the preservation of the rural countryside.

General Development Character

The character can be described as a balanced mix of farming, natural landscape, and dispersed larger lots. The diversity of housing options in the countryside, such as clustered development, agrarian focused communities, and farmlets accommodate a range of lifestyles that better enables attainability and enhances the character of these areas. Activity centers that incorporate shared often temporary uses such as produce markets, and handcrafted products and artwork are encouraged. Wildlife corridors and the integration of trail networks connecting FARR, Open Space and other place types should be incorporated. As roadway improvements are considered, existing site specific landscape and terrain conditions should be studied to retain the unique quality, character, and appeal of rural roadways, preserve and enhance the productive rural countryside, improve connectivity, and enhance safety for area residents.

General Development Form

Development Pattern	Lower intensity buildings, conservation clusters
Residential Density	1.0 dwelling unit per 2.0 - 12.0 acres (typical)
Non-Residential Intensity	Limited to agriculture, recreation
Building Height	1 - 2.5 stories
Public Space Features	Natural areas, forest, greenways, trail corridors
Parking	Off-street parking to the side or rear of buildings



Haywood County - FARR Place Type

Land Use Place Type Descriptions



Open Space

Areas consisting of working farmland, parks, recreation, and environmentally sensitive features, such as floodplains and wetlands.



Forestry, Agricultural, & Rural Residential (FARR)

Countryside characterized by forestry, agricultural, and low-density rural residential uses.



Rural Four-Way

A rural crossroad or focal point of lower density retail, office, civic, light industrial associated with agriculture, and residential uses, providing services for the surrounding countryside.



Neighborhood Residential

Neighborhoods characterized by moderate to lower density residential use primarily composed of single-family, townhomes, and multi-family homes.



Town Residential

Neighborhoods characterized by moderate density residential uses incorporating a variety of housing types, including townhomes, multi-family homes, single-family homes, and small nodes of commercial/retail where integrated into a mixed-use approach to development.



Neighborhood Center

A node that incorporates smaller scale, lower density and intensity mix of uses including commercial, retail, office, residential, and civic uses, serving nearby or adjoining residential neighborhoods.



Town Commercial

Areas of moderate to lower density commercial, retail, office, and civic uses typically associated with larger building footprints. Residential uses may be appropriate where integrated into a mixed-use approach to development.



Town Corridor

Higher to moderate density/intensity retail, commercial, office, civic, residential use typically located along and adjacent to primary transportation corridors.



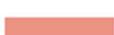
Town Center

A community core with a concentrated variety and mix of higher density/intensity retail, commercial, office, civic, residential, and light industrial uses consisting of smaller scale maker spaces.



Employment Center

Areas of varying density and intensity of uses consisting of office, civic/institution, light industrial, and heavy industrial uses. The potential nature of uses within these areas will require additional consideration informed in part by specific sites, proposed development, and surrounding context.

COLOR	PLACE TYPE	USES	Residential	Commercial / Retail	Office	Agricultural	Heavy Industrial	Light Industrial	Civic / Institution*	Parks / Recreation*
	Open Space		●	●	●	●	○	○	●	●
	Forestry, Agricultural, & Rural Residential (FARR)		●	●	●	●	○	○	●	●
	Rural Four-Way		●	●	●	●	○	○	●	●
	Neighborhood Residential		●	●	●	○	○	○	●	●
	Town Residential		●	●	●	○	○	○	●	●
	Neighborhood Center		●	●	●	○	○	○	●	●
	Town Commercial		●	●	●	○	○	●	●	●
	Town Corridor		●	●	●	○	○	○	●	●
	Town Center		●	●	●	○	○	●	●	●
	Employment Center		○	○	●	○	●	●	●	●

* Civic / Institution and Parks / Recreation are permitted in all Place Types.

○ Not Permitted

● Permitted

Future Land Use Plan

Summary

The Haywood County Future Land Use Plan embodies a land-use and future development pattern that better supports the viability of working farmland while supporting investment throughout the County as a means to better ensure the quality of life of all residents benefits from anticipated change over the coming decade. The ability for property owners to benefit from accrued generational investment is supported in the Future Land Use Plan. To best align with the overall community's Vision and Growth Principles, development within the FARR area is described by patterns such as "Conservation Clusters" or at densities and intensities that align with and support a working agricultural landscape. The Future Land Use Plan calls for the greatest focus of investment with the County to occur in and near existing rural communities providing both new housing options as well as the potential for associated small-scale retail, services and amenities.

The plan also responds to residents' desire for greater access and improved public services and amenities by describing locations across the County for potential future investment in public facilities and by describing the framework for a potential County-wide "Greenprint" (Parks, Open Space and Trail) system. Taken together, the plan offers the opportunity to introduce new vibrancy and improved quality of life within the County's varied and unique rural communities.

GROWTH PRINCIPLES

**1 Growth Principle #1
Grow & Protect**

**2 Growth Principle #2
Guide & Focus**

**3 Growth Principle #3
Invest in Existing**

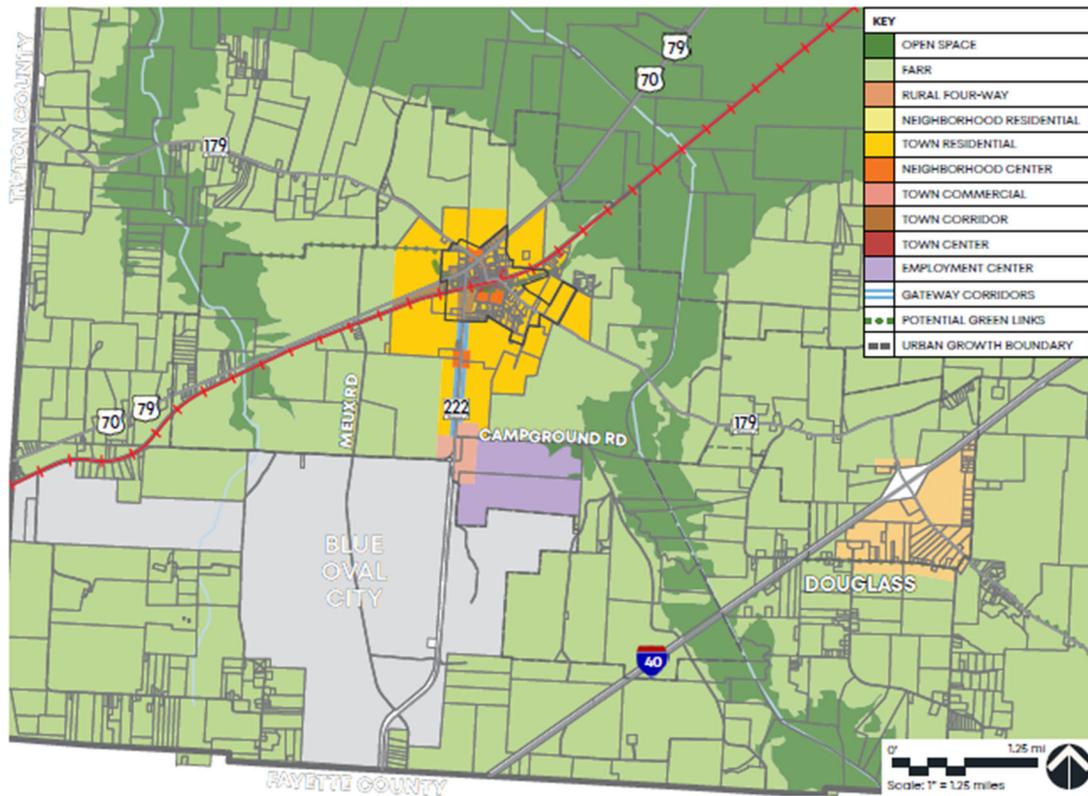
**4 Growth Principle #4
Accessibility to Facilities**

**5 Growth Principle #5
High-Quality & Inclusive**

**6 Growth Principle #6
Maintaining Attainability**

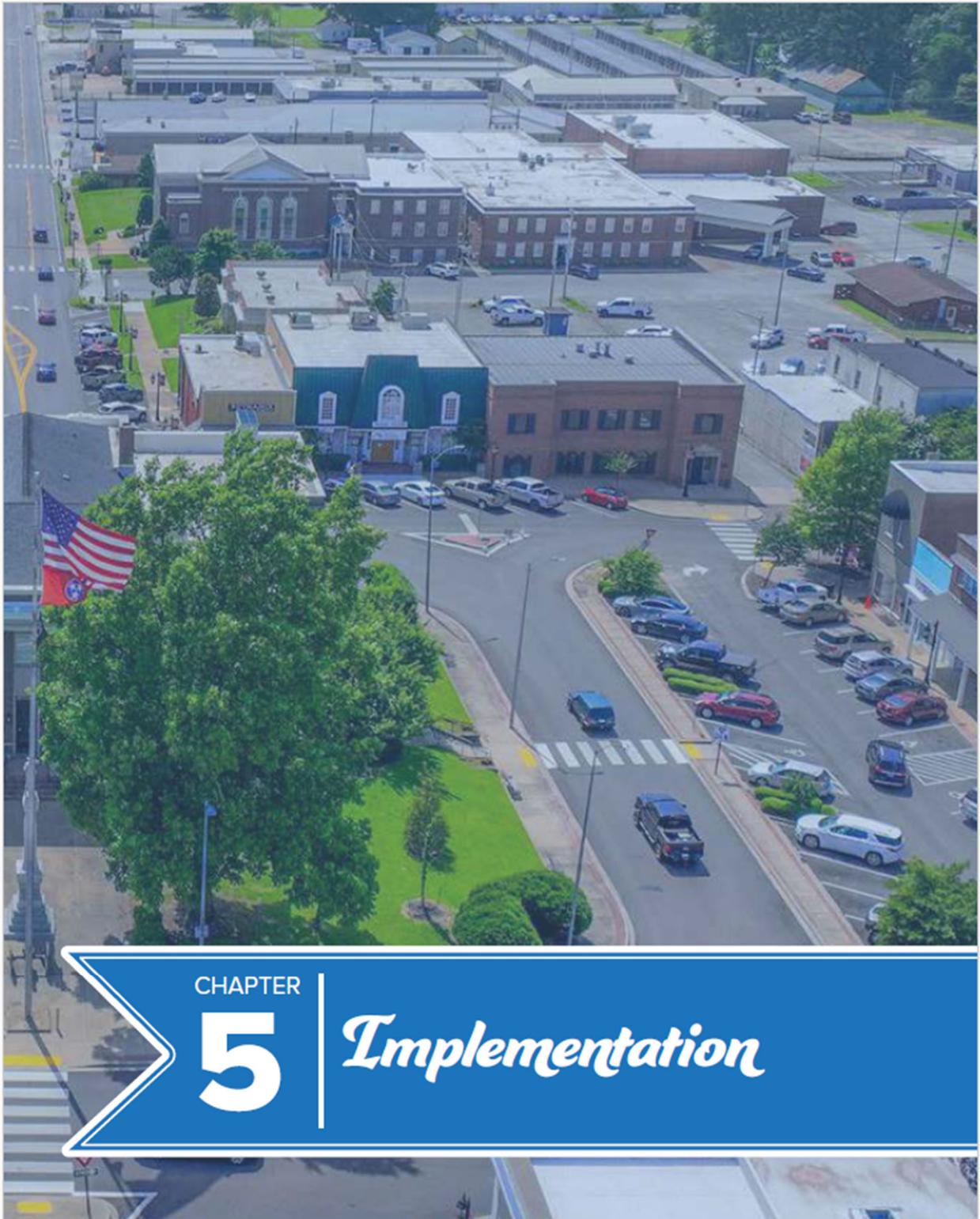
**7 Growth Principle #7
Improve Connectivity**

Future Land Use Plan - Stanton



Summary

The Town of Stanton Future Land Use Plan describes a land-use and future development pattern that is very much focused in and adjacent to the existing Town. The Vision for a vibrant, well-scaled and mixed-use "Depot Square" is reflected in the "Town Center" and "Neighborhood Center" areas in the heart of the community. Adjacent to and surrounding this revitalized center, a mix of residential uses, scales and types better supports development of attainable and expanded housing choices. In response to increasing traffic volumes and resident's desire for additional retail and commercial services at a variety of scales, the Future Land Use Plan describes a mixed-use approach to land-use along Highway 70 and State Route 222. Provision of the "Employment Center" area supports a diverse land-use portfolio benefiting long-term fiscal stability and flexibility. Existing infrastructure capacity requires that proposed industrial uses within the "Employment Center" be subject to close scrutiny and which will likely limit heavy industrial uses over the timeframe of this plan. The general land-use approach also better responds to near-term limitations regarding infrastructure capacity that may be resolved by the 10-year horizon of the Future Land Use Plan. State Route 222 is defined as a "Gateway Corridor" denoting elevated consideration regarding all aspects of design given its role as a primary route through the community. Together, the plan describes a foundation for investment and change that will better achieve the community's vision of building upon Stanton's strengths and potential to create an inclusive, attainable, and vibrant community for existing residents and generations to come.



CHAPTER

5

Implementation

Using the Future Land Use Plan

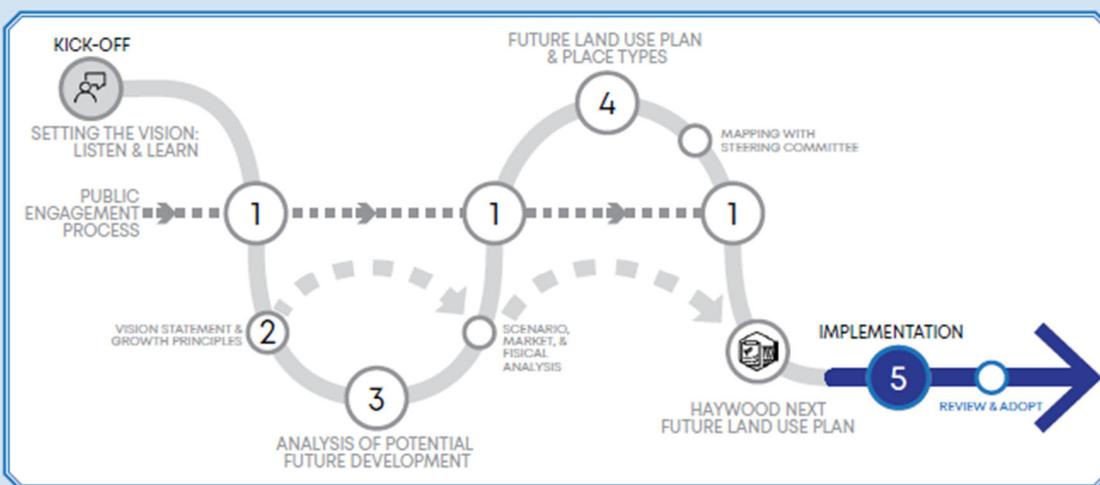
The Haywood Next Future Land Use Plan serves as a guide to inform future land use decisions including regulations, intensities of use, and patterns of development. The recommendations contained within this report are intended to supplement Haywood County's Zoning Ordinances. This document provides policy direction for future land use decisions, including rezoning of property, that contributes to the desired future growth strategy for Haywood County over the next ten years. The plan shall be revisited on a regular basis, typically every three to five years, to determine if updates are necessary. If a transformational event occurs, such as the construction of a regional sanitary sewer system, the Plan should be revisited to understand how the catalytic event may impact future land use in the area.

Adoption of this report by The City of Brownsville, the Town of Stanton, and Haywood County indicates the legislative bodies have chosen to implement the recommendations herein as a means to achieve the shared vision established by the community-informed process as outlined in previous chapters.

Successful implementation of the Plan requires that land use decisions check all three boxes:

- Consistent with the Vision Statement
- Follows the Growth Principles
- Appropriate Land Use Place Type

“Please provide the tools and transparency to Haywood County for future development and guidance.”



Performance Score Card

The Performance Score Card should be referenced and completed at defined intervals to ensure that the Future Land Use Plan stays up-to-date and is being implemented appropriately throughout the community.

FUTURE LAND USE PLAN PERFORMANCE MEASURES

Percentage of Undeveloped Land

1. At intervals of 2.5 years - Quantify and monitor the rate of change within the community to determine if Place Type areas and their locations should be modified and revised.
 - a. Determine available and/or undeveloped area per Place Type; Compare to available and/or undeveloped area per Place Type at the time of adoption
 - b. Determine whether additional Place Type area or locations are warranted prior to 10-year revision

Future Land Use Plan Revisions

2. At intervals of 2.5 years - Review all applications for revisions to the Future Land Use Plan and evaluate based on the following:
 - a. Number of Applications, Place Type Requests, Justification
 - b. Analyze to identify potential patterns and common issues
 - c. Determine if intermediate revisions are warranted (prior to 10-year horizon)

Publicly Initiated Community Plans

3. As publicly initiated community and small area plans are adopted, analyze recommendations pertaining to the Future Land Use Plan:
 - a. Identify conformance of Small Area Plans and/or Community Plans, and identify potential areas non-alignment with the Future Land Use Plan
 - b. Determine the need for revisions to the Future Land Use Plan to support the local vision

Transformational Event

4. In the event of catalytic change that is either likely to occur beyond the 10-year horizon of the Future Land Use Plan or cannot currently be predicted with an acceptable degree of certainty, the Future Land Use Plan should be evaluated in order to determine if revisions are necessary regardless of the previous revision schedule. Such events may include:
 - a. New, large-scale economic development representing a net increase in total employment within Haywood County of at least 35%
 - b. Construction of a regional sanitary sewer system

Next Steps

The shared vision of the community can be attained by following of the recommendations of this document supplemented with the introduction of new or modifications to existing policy that pursues the same objectives. The following action items have been identified as next steps to ensure the successful implementation of the Haywood Next Future Land Use Plan.

Immediate Action	Near Term Action (2-3 Years)
<ol style="list-style-type: none"> 1. Adoption of the Future Land Use Plan amendment process. 2. Define and adopt the formal Future Land Use Plan. 3. Implement Land Use Entitlement - Site Plan Approval Process (pre-application conference, application fees, design requirements, traffic, stormwater, sewer capacity) to incorporate and promote a transparent Public Review process. 4. Collaborate with adjacent communities to identify regional infrastructure opportunities and partnerships. 	<ol style="list-style-type: none"> 9. Revisit the Interim Development and Design Guidelines to determine what changes should be made in relation to the Future Land Use Plan. 10. Craft a county-wide Green Print Plan which: <ol style="list-style-type: none"> a. Defines locations and program for new and improved neighborhood and regional parks and open spaces. b. Enhances the quality of life for existing and incoming residents and investment. c. Encourages an active and healthy lifestyle. d. Capitalizes on the value of area assets.
Priority Action (1-2 Years)	Long Term Action (3-5 Years)
<ol style="list-style-type: none"> 5. Analyze zoning and development regulations to identify updates and revisions to achieve the Vision and Growth Principles informed by the Haywood Next Future Land Use Plan. 6. Identify and develop critical Small Area Plans to guide development at potential locations. 7. Update the Major Road Plan Network informed in part by the Future Land Use Plan recommendations. 8. Update Facility Master Plans based on the Future Land Use Plan recommendations. 	<ol style="list-style-type: none"> 11. Revisit the Future Land Use Plan to analyze performance and identify potential revisions on a regular basis (intervals of 2.5 years) and/or due to potentially transformative changes such as: <ol style="list-style-type: none"> a. New major economic development b. Construction of Regional Wastewater treatment system 12. Establish an Aquifer and Water Quality Plan to ensure a safe water supply for future generations. 13. Plan for resilient utility, water, stormwater, and sewer infrastructure.



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MEMORANDUM

TO: Stanton Planning Commission

FROM: Chris Pate, Regional Planner

DATE: September 19, 2025

SUBJECT: STANTON ZONING ORDINANCE (IMPLEMENTATION AND DENSITY)

The Zoning Ordinance is one of the major implementation tools of a land use plan.

District	Use / Units per Acre/ Lot size
R-1 Low Density Residential	Single Family/2.9 units / 15,000 sf
R-2 Medium Density Residential	Single Family/5.4 units / 8,000 sf Two Family/ 4.14 units/ 10,500 sf Multi Family/ 15.82 units/ 6500 sf plus 2500 sf for each additional unit Townhouse/ 12.44 units/ 3500 sf
R-3 Medium Density/Mobile Home	Single Family /7.26 units/6000 sf Two Family /5.12 units/8500 sf Multi Family /16.22 units/ 5500 plus 2500 sf for each additional unit

	Townhouse/ 12.44 units/ 3500 sf
B-1 Central Business	Permitted uses/depends on building/none
B-2 Highway Business	Permitted use/2.9 principal buildings/ 15,000 sf
B-3 Impact Business-Industrial	Permitted use/ 1 principal buildings per acre/ 1 acre
CCC (Central Corridor Commercial) District	Permitted/ 2.9 principal buildings / 15,000 sf



TOWN OF STANTON, TN

MASTER PLAN

ADOPTED JUNE 18, 2024

TOWN OF STANTON VISION STATEMENT:

All Stanton residents will be healthy, life-long learners, building a peaceful and sustainable community.

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EXECUTIVE SUMMARY

The Stanton Master Plan distills information gathered from prior and ongoing planning activities into one Plan for Stanton. Along with a proposed Future Land Use Plan expected to be adopted, the Stanton Master Plan guides new private development proposals, infrastructure investment, and grant funding to ensure compact, fiscally responsible growth consistent with Stanton’s small town feel and peaceful scenery. The plan is not intended to apply to existing buildings or property use.

Development patterns impact the cost of public services and infrastructure; therefore, this plan proposes growth patterns that build from the center of town and create a connected, walkable community. Compact, incremental growth helps lower the cost of new infrastructure such as streets, utilities, public safety services, schools, and parks. Incremental growth also helps to ensure that new development pays for itself, rather than increasing the tax burden on existing residents and businesses.

COMMUNITY GOALS

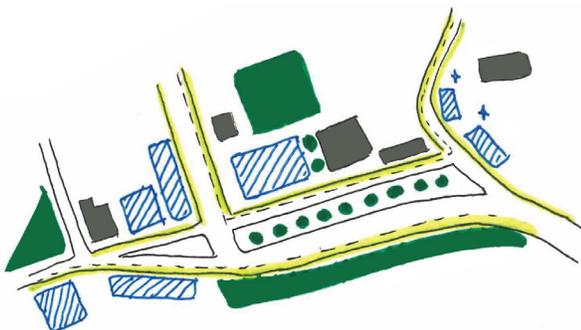
Derived from community priorities, these goals form the foundation for planning Stanton’s future. They expand on the Town’s vision statement and provide a framework for policy recommendations and implementation actions included in this plan.

- 1. Maintain Stanton’s small-town character**
- 2. Foster community-wide access to essential services and opportunities**
- 3. Prioritize local businesses and housing development**
- 4. Increase Stanton’s ability to respond to severe weather and act as a responsible steward of the environment**
- 5. Improve public communication for a responsive government and informed citizens**

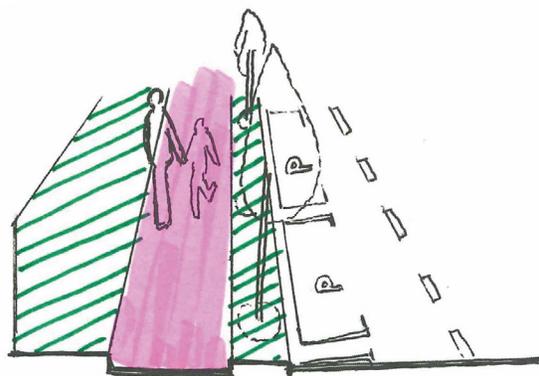
POLICY RECOMMENDATIONS

This Plan identifies catalyst areas for development and makes infrastructure recommendations to help re-establish Main Street, promote walkability, distribute traffic more effectively, focus development near existing infrastructure, and ensure fiscally responsible development.

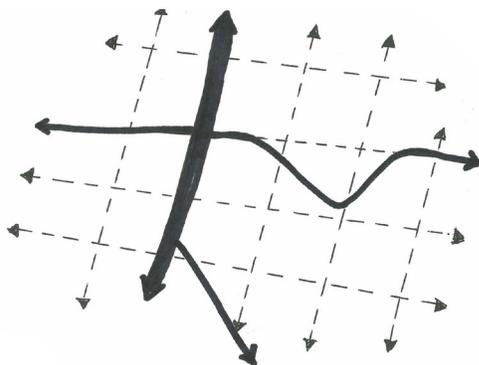
1. Re-establish Main Street



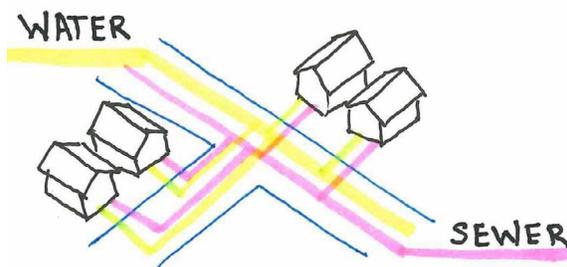
2. Promote walkability



3. Distribute traffic more effectively

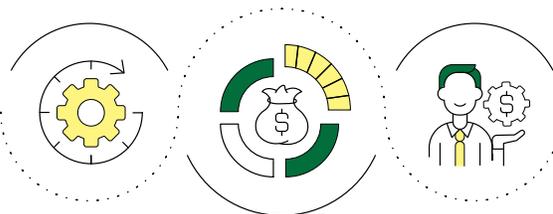


4. Focus development near existing infrastructure



5. Ensure fiscally-responsible development

Development patterns should support the efficient use of land and weigh the costs and benefits of infrastructure. Annexation discussions should carefully consider the impact of the type and density of growth on the long-term financial viability of the town and consistency with community goals.



INTRODUCTION

COLLABORATION

The Stanton Master Plan is one piece of a broader effort to plan for infrastructure and encourage responsible development near the BlueOval City (BOC) manufacturing facility in Haywood County, TN. BOC is less than two miles from the center of Stanton, and is scheduled to open in 2025.

FIGURE 1. RELATIONSHIP TO OTHER PLANS



The following planning efforts are either complete or ongoing, and have been incorporated into this Plan and included in the Appendix.

Regional planning activities

- ▷ West TN Planning Regional Assessment (2023) - Population and employment projections for the 21-county West Tennessee region as well as land use, housing, transportation, economic development, and utilities gap analyses
- ▷ TDOT Quad County Connectivity Study (In Progress) - Analysis of federal and state transportation routes with recommendations for improved connectivity for Haywood, Fayette, Hardeman, and Tipton counties

County-wide planning activities

- ▷ West TN Planning Haywood County Transportation Plan (In Progress) - County-wide transportation assessment and policy guidance
- ▷ Haywood County Haywood Next: Future Land Use Plan (In Progress) - County-wide future land use plan
- ▷ Haywood County Housing Market Analysis (In Progress) - Assessment of housing needs and opportunities within Haywood County
- ▷ Haywood County Interim Development and Design Guidelines (2022) - Guidelines for preferred character and qualities of future development
- ▷ SWTDD Haywood County Strategic Plan (2021) - CARES Act economic recovery plan for Haywood County
- ▷ Haywood County Functional Classification Map - TDOT existing road classifications for Haywood County transportation network

Stanton planning activities

- ▷ Stanton Visioning Plan (2023) - Stanton community assessment led by the University of Memphis Department of City and Regional Planning, in partnership with West TN Planning
- ▷ West TN Planning Stanton Government Administration Review (2023) - Assessment of Stanton's municipal capacity needed to responsibly manage growth
- ▷ Stanton Walkability and Bicycle and Pedestrian Plans (2022) - Assessment of Stanton's pedestrian and multimodal infrastructure with policies for future development and recommendations for specific projects to increase walkability and safety
- ▷ Stanton Zoning Ordinance (2016), Zoning Map (2024), Subdivision Regulations (2022), and Major Road Plan - Planning Commission regulatory documents
- ▷ Stanton Land Use and Transportation Plan (2009) - Policy document currently guiding growth and development within Stanton
- ▷ Stanton Water, Sewer and Gas utility maps provided by SWTDD

Other related activities

- ▷ Fayette County Community Mobility Plan (In Progress) - Projection of future transportation needs within Fayette County
- ▷ TDEC West TN Wastewater Regionalization Opportunity Assessment (2023) - Forecasts of wastewater needs with analysis of solutions to meet demand
- ▷ TDOT BlueOval City Transit Study (2023) - Feasibility study of various transit commuting options to BlueOval City
- ▷ Haywood County Infrastructure Report (2022) - Analysis of existing roads, water, wastewater, education, emergency services, and energy infrastructure
- ▷ Building Tennessee's Tomorrow (2022) - Statewide inventory of public infrastructure and needs
- ▷ Zoning Regulations for the Megasite Authority of West Tennessee (2022) - Standards governing development within the Megasite

ENGAGEMENT AND PROCESS

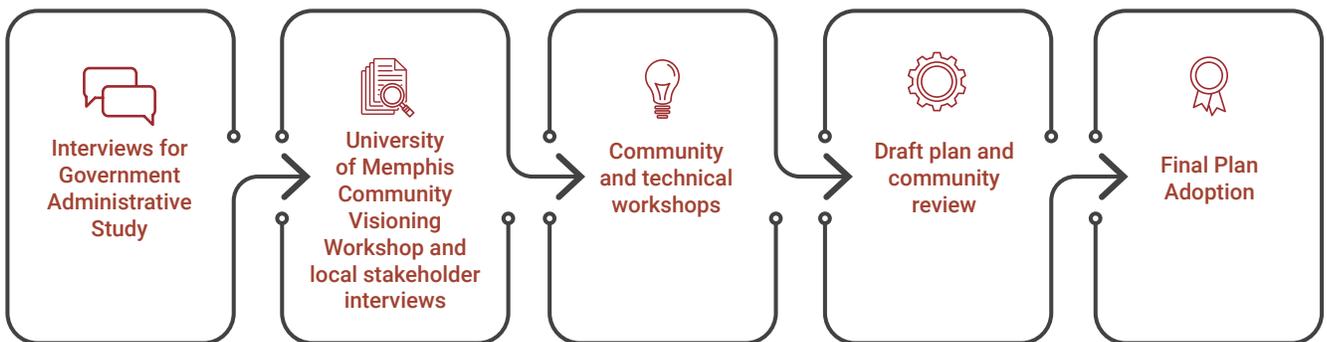
Community engagement and planning from 2022 to early 2024 form the basis of the Stanton Master Plan. In mid-2023, the community conveyed a need to pivot from planning to action. In response, the West TN Planning team began to present draft materials for review and comment in late 2023. Recent community engagement is listed below.

- **August - September 2023** – Interviews for Government Administration Study
- **September 12, 2023** – Roundtable discussions with residents¹
- **October 24, 2023** – Interviews with local business owners, town leadership, and stakeholders¹
- **February 8-9, 2024** – Community and technical workshops with residents, town leadership, and stakeholders to validate findings and review initial recommendations
- **April 12 - May 2, 2024** - Master Plan public comment period and Planning Commission public hearing

These themes emerged:

- Leverage BlueOval City investment to enhance residents’ access to employment, education, and essential goods and services.
- Maintain Stanton’s rural, small-town character and help existing residents remain in their homes by proactively planning new development.
- Support local entrepreneurs and local businesses in their struggle to attract and retain workers.
- Build a community storm shelter and plan for more effective responses to natural disasters and other emergencies.
- Improve communication about activities happening in Stanton.

FIGURE 2. PROJECT MILESTONES



1 University of Memphis Department of City and Regional Planning. 2024. Stanton Step 1: 2045 Vision.

STANTON TODAY

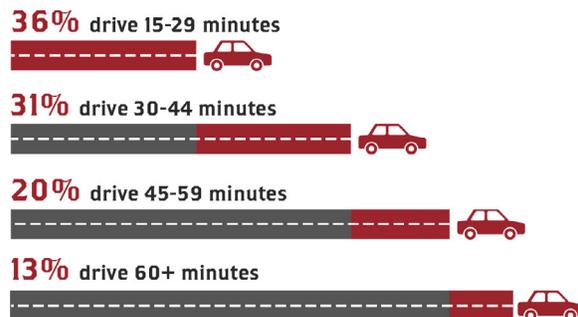
HISTORY & DEMOGRAPHICS

Established by Joseph B. Stanton in 1856, but not incorporated until 1927, the Town of Stanton was built on Mr. Stanton's early success in attracting the Memphis and Ohio Railroad to pass through his land. Settlers found the agrarian land productive for cotton farming, which fueled the community's growth into a bustling town complete with numerous stores and restaurants.

The rise of Stanton, like other communities across the South, is inextricably tied to a cotton industry. Although many business structures were destroyed by fires in 1874 and 1922, Stanton remains home to numerous properties of historic and cultural value, many of which are protected historic landmarks or are within a preservation district.

The population of Stanton was 417 residents as of the 2020 Census, down from a peak of 615 in 2000.¹ Stanton residents skew older than surrounding areas, with population data showing a lack of residents in their thirties and forties.² This lack of working age residents suggests gaps in nearby employment opportunities (prior to BOC),³ and many Stanton residents must commute long distances to neighboring communities such as Brownsville and Covington. The majority of workers commute a minimum of thirty minutes.

FIGURE 3. STANTON RESIDENTS' COMMUTE TO WORK



SOURCE: US CENSUS

In Stanton, 45% of households are estimated to be below the poverty line, compared with 16% at the state level.⁴ Renters may be particularly vulnerable to displacement as higher earners move into the community and rents rise as a result, since approximately 15% of Stanton renters spend 50% or more of their income on rent.⁵

KEY TAKEAWAY

The opening of BOC in 2025 is anticipated to quickly reverse the historical trend of population decline in the town.

1 U.S. Census Bureau. n.d. P1: Race, 2020 Decennial Census. Retrieved from data.census.gov.
 2 U.S. Census Bureau. n.d. DP1: Profile of General Demographic Characteristics, 2000 Decennial Census. Retrieved from data.census.gov.
 3 Stanton Step 1

4 U.S. Census Bureau, n.d. S1701: Poverty Status in the Past 12 Months, 2018 ACS 5-Year Estimates. Retrieved from data.census.gov.
 5 U.S. Census Bureau. n.d. B25070: Gross Rent as a Percentage of Household Income in the Past 12 Months, 2022 ACS 5-Year Estimates. Retrieved from data.census.gov.

REGIONAL CONTEXT

Today, Stanton lies in southwest Haywood County at the junction of State Route (SR) 222 and US Hwy 70 (also known as US Hwy 79), approximately five miles north of Interstate 40 Exit 42. The center of town is less than two miles from BlueOval City (BOC), which represents a \$5.6 billion investment in Stanton’s backyard and positions the community for strong future growth.

Southwest Haywood County is an ecologically rich area that is home to the Hatchie National Wildlife Refuge and the Hatchie River. The Big Muddy Creek and Little Muddy Creek, tributaries to the Hatchie River, meander through Stanton’s Urban Growth Boundary (UGB). The BOC Megasite is located within the Memphis Sand Aquifer recharge zone, where water filters through the ground to replenish the aquifer. The particular location under BOC does not have a confining clay layer, resulting in decreased protection of the aquifer from any potential surface contamination.⁶ The Memphis Sand Aquifer is a primary source of drinking water for Memphis and West Tennessee and thus must be protected.⁷

The 100-year floodplain within Stanton’s Urban Growth Boundary is shaped by the Hatchie River, Big Muddy Creek, and Little Muddy Creek. Within town, the floodplain extends generally east-west along the Big Muddy Creek. The eastern edge of the UGB, in addition to a western portion along Hwy 70, lies in the floodplain adjacent to the Hatchie River.

Agricultural land surrounds the town and its preservation has been identified as a critical part of maintaining Stanton’s small-town character and protecting the environment.

6 Protect Our Aquifer. 2024. Wellhead & Aquifer Protections: Recommendations for Megasite Authority of West Tennessee.

7 University of Memphis Center for Applied Earth Science and Engineering Research. 2020. The Memphis Aquifer. Retrieved from caeser.memphis.edu/resources/memphis-aquifer.

Two cemeteries provide natural habitat, improve air quality, and provide an aesthetic connection to nature in the community. On a smaller scale, Stanton hosts a small community orchard, which supplies much-needed access to fresh fruits. Further, many residents grow their own food in residential gardens and on agricultural land.

KEY TAKEAWAY

Preserving and protecting the natural systems in and around Stanton is important for the community and the resiliency of the town.

URBAN GROWTH BOUNDARY

At the time of this plan’s creation, in Tennessee, counties have the authority to establish an Urban Growth Boundary (UGB) for each municipality within their jurisdiction. Municipalities can only annex property located within their UGB; therefore, updates to the UGB are only necessary if the municipality wants to annex something outside of the currently approved UGB. In general, any revision to Stanton’s UGB would need to be approved by the Haywood County Commission. The Stanton UGB was last updated in 2011. Annexation will occur as permitted by the state law at the time of the annexation request.

KEY TAKEAWAY

The existing Urban Growth Boundary is sufficient for the future needs of Stanton.

FIGURE 4. REGIONAL CONTEXT

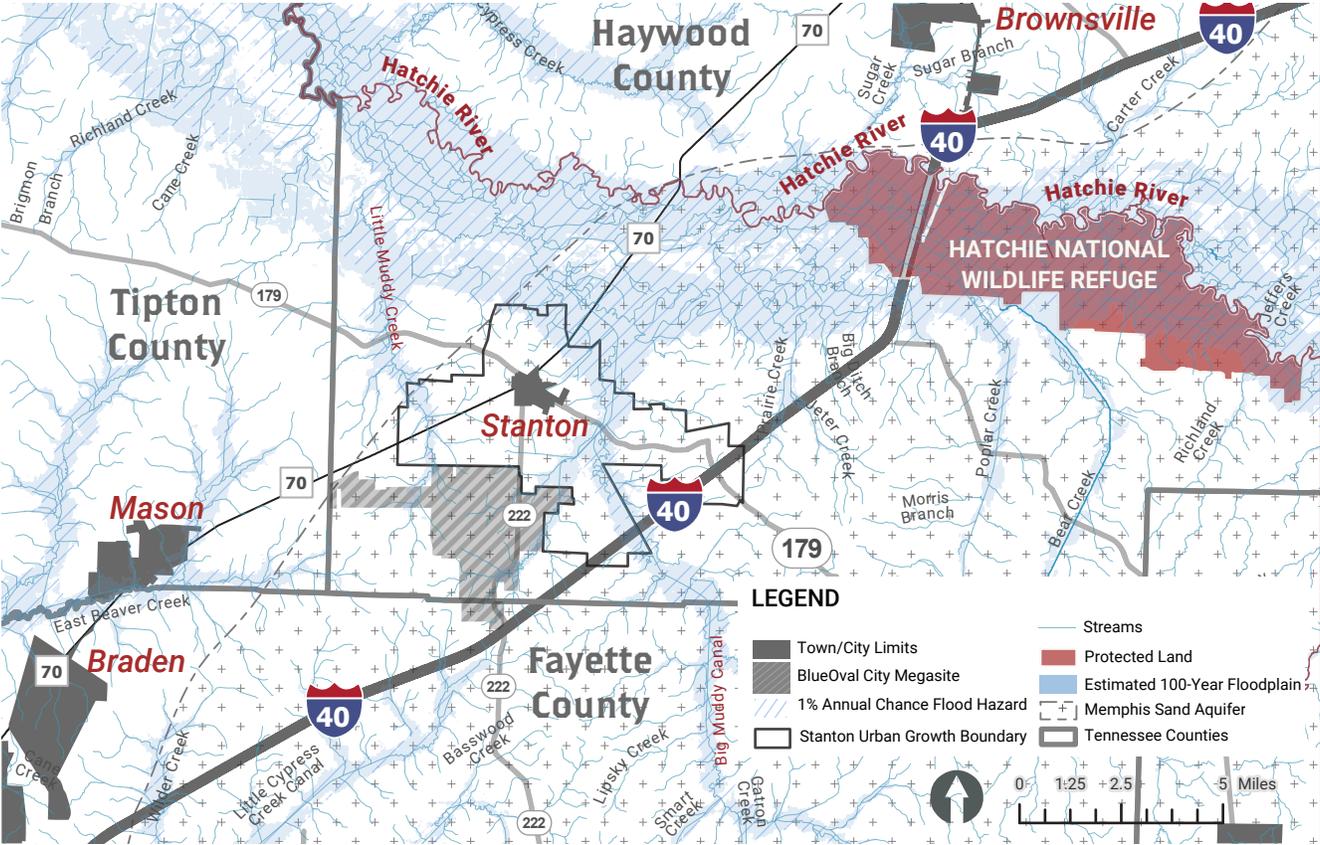
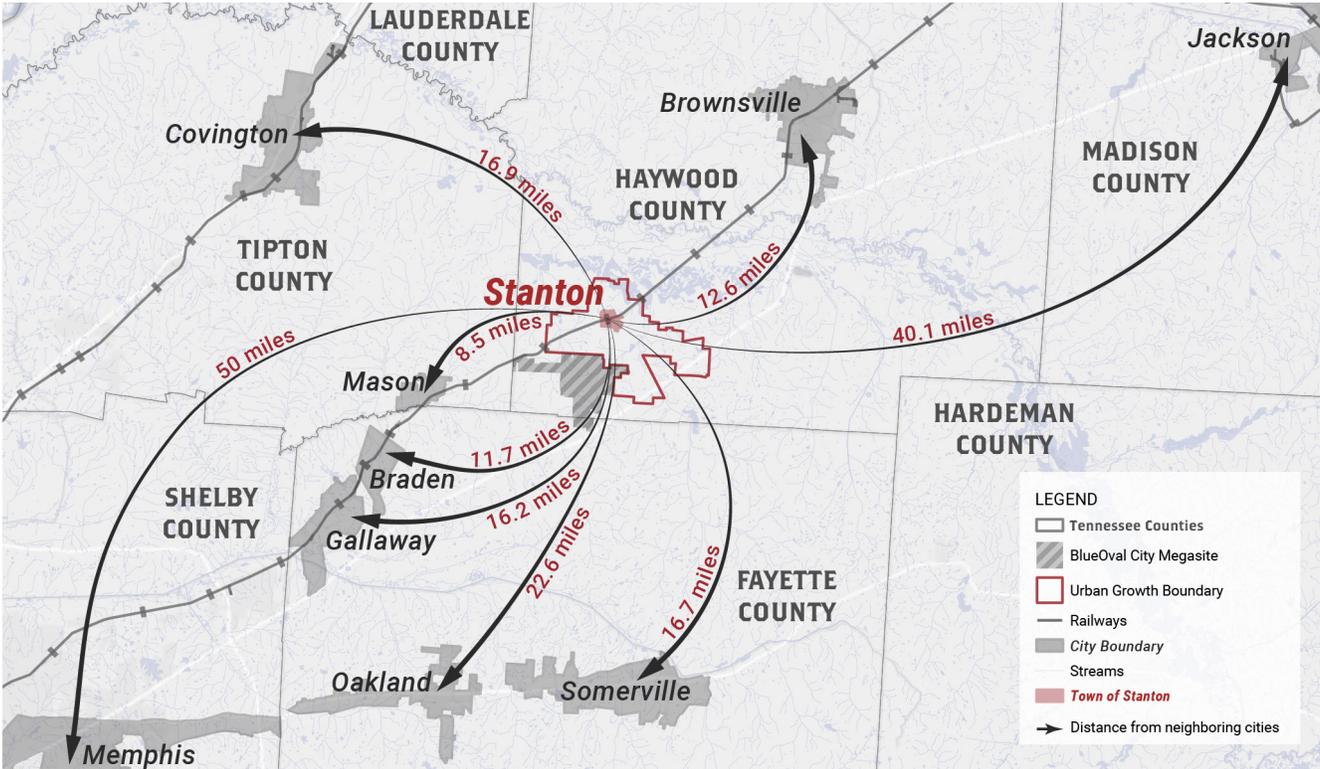


FIGURE 5. COMMUTE TIMES



LAND USE

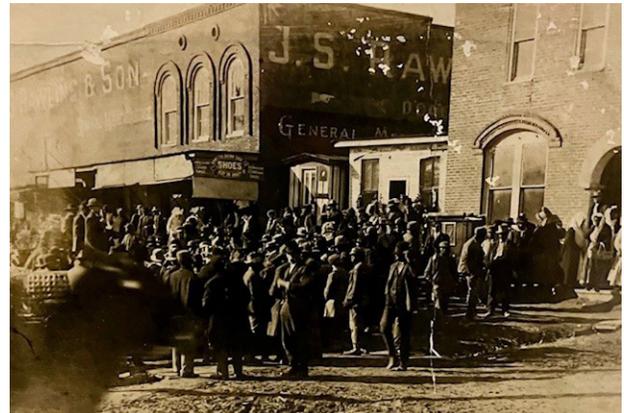
The town core is laid out in a rough, partial grid that dissipates quickly toward the edges of town. Property access points and street rights-of-way are often informal, and block sizes vary greatly.

The majority of properties in town host residential uses, with single-family homes primarily concentrated north of the railroad tracks between Lafayette Street and N. Main Street. An additional cluster of homes lies at the south end of town, and two apartment communities flank the northeast and southeast boundaries of town along Hwy 70 and SR 179, respectively. Larger agricultural lots and properties with heavy commercial uses are scattered throughout town.

Retail offerings are limited to **Dollar General**, located at the northeast boundary of town along Hwy 70, **Davis Quick Stop**, and **Stop-N-Go**; both convenience stores are situated along the south side of Hwy 70 on opposite sides of Oak Street. **Suga's Diner**, located on the north side of Hwy 70 across from the convenience stores, is the only restaurant in town. A **self-service car wash** and post office are located near Town Hall. Notably, fresh produce cannot be purchased in town. Stanton residents have access to a food pantry operated by Stanton Feeding Haywood.

Town-owned properties include **Town Hall**, a recently improved business incubation space called **The Cannery** adjacent to Town Hall, a few parcels of vacant land next door, a small library, and the **Stanton Health Center**. The Town also owns and maintains a **park** on Wilkerson Street that lacks meaningful programming but does contain orchard trees, a bench, and a swing set. Stanton is home to **several churches** primarily concentrated near Lafayette Street. **Mt. Zion Missionary Baptist Church** operates a trailer park on the adjacent church-owned property.

In community engagement exercises for this Master Plan, residents repeatedly expressed nostalgia for the retail, restaurants, and Main Street vibrancy that previously characterized Stanton but have been lost over the past decades.



SOURCE: PERSONAL COLLECTION OF A RESIDENT, STANTON TN
Historic Images of Stanton TN in the late 1800's

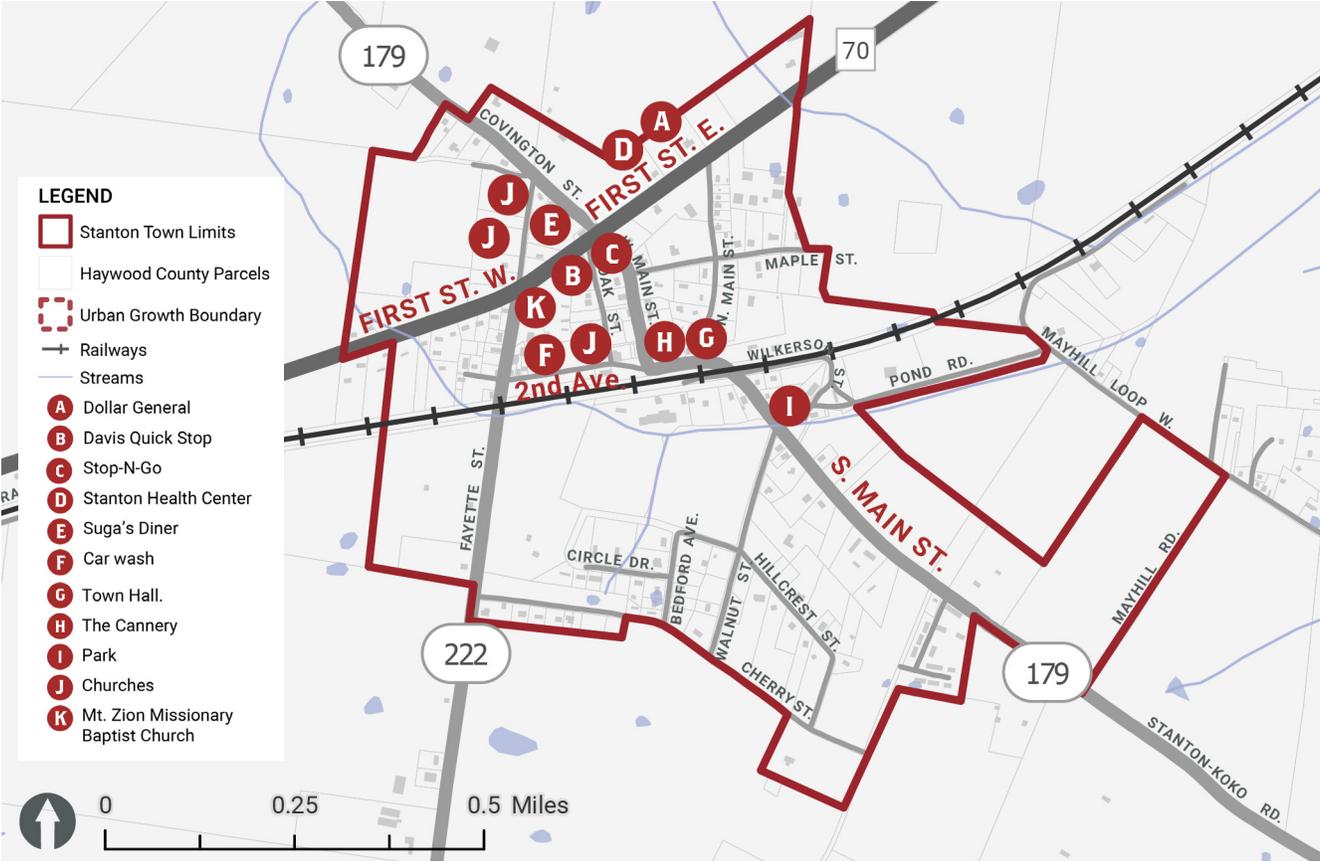
ZONING

Stanton’s Zoning Ordinance was most recently updated in 2016. The Zoning Ordinance establishes standards for residential, business, industrial, and preservation districts, as well as a flood hazard overlay district. Properties within the historic preservation overlay district or otherwise designated as landmarks or landmark sites are subject to the authority of the Historic Zoning Commission relative to exterior modifications, which require a Preservation Permit. The zoning ordinance also specifies sign regulations, landscaping standards, and the site plan review process. Stanton’s Zoning Map applies the districts established in the Zoning Ordinance to properties in town.

While Stanton’s existing Zoning Ordinance and Map function for the purpose of providing predictable development, the projected population growth associated with BOC will require a new framework that supports a large increase in the number of available homes and businesses.

Perhaps the greatest opportunity afforded to Stanton is the substantial amount of developable land available to be annexed within its UGB. Until it is annexed by the Town, land outside of the town limits is governed by Haywood County and subject to the County’s future land use plan. In some cases this may mean development could conflict with the community’s goals.

FIGURE 6. STANTON KEY LOCATIONS

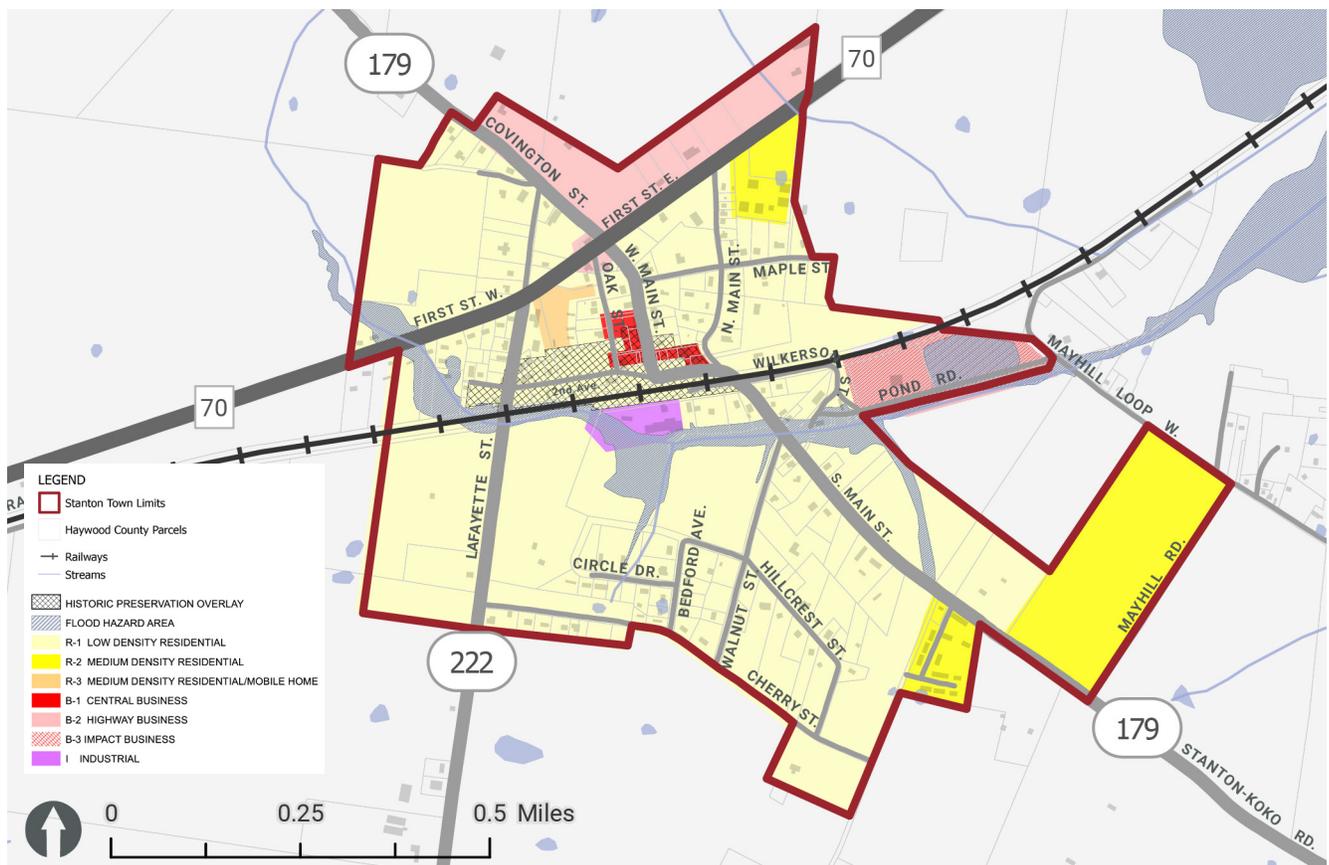


Under Stanton’s existing Zoning Map⁸ (Figure 7) the predominant classification for parcels within town limits is R-1 Low Density Residential, which exclusively permits single-family homes on individual lots, including single-family attached houses such as townhouses. Civic uses, houses of worship, parks and recreation uses, nursing homes, and other limited uses are permissible upon appeal to the Board of Zoning Appeals in the R-1 zoning district. Five lots in town are designated as R-2 Medium Density Residential and allow for multifamily dwellings as well as R-1 uses. Four of these lots contain Stanton’s two existing multifamily residential communities, while the fifth is an existing agricultural property, recently annexed on Mayhill Road, that has attracted developer interest for a multifamily residential

development. A separate R-3 District permits R-2 uses plus mobile home parks and is applied only to the Mt. Zion Missionary Baptist property on which the use is existing. Other zoning districts include the B-1 Central Business zoning district which applies to town-owned and private properties along Main Street, B-2 Highway Business which applies to a series of higher impact or highway-oriented business and industrial districts applied mostly to properties along Hwy 70, B-3 Impact Business applied to the sewer facility property, and Industrial south of and adjacent to the railroad tracks. A historic preservation overlay covers a section of the town core along Main Street, and the flood hazard area extends generally in an east-west band through the center of town.

8 Stanton Zoning Ordinance (2016), Zoning Map (2024)

FIGURE 7. TOWN ZONING MAP



PLANNING AND ZONING GOVERNANCE

The Stanton Municipal Planning Commission (PC) is tasked by the Board of Mayor and Aldermen with recommending a zoning ordinance, zoning map and subdivision regulations, and providing for its administration, enforcement, and amendment. The Commission consists of the Mayor, one member of the Board of Mayor and Aldermen, and three other members appointed by the Mayor. The code allows for up to ten members total. A chairman is elected by the Commission from its appointed members. Dedicated technical staff is available to the Commission through the Southwest Tennessee Development District (SWTDD).

City Code requires site plan applications to be reviewed within thirty days and grants the Planning Commission reasonable powers to mitigate impacts. However, state law prevents the Planning Commission from specifying or altering the architectural style, building materials, colors, or similar elements of proposed or existing buildings.

The PC also develops and enforces Subdivision Regulations for the division of tracts or parcels of land. As part of that process, the PC files a certified copy of a Major Road Plan in the office of the Registrar of Haywood County.

The Board of Zoning Appeals (BZA) consists of five members appointed by the Mayor. The BZA's role is to hear and decide applications for special exceptions as outlined in the zoning ordinance, to hear and decide variance from the terms of the ordinance and, by request, review any decision by the Building Inspector based on the provisions of the ordinance.⁹

The Town's new website does not include guidance for prospective developers. Website edits are currently under development to help developers understand the development process and to assess costs and risks associated with investment in Stanton.

Community feedback has indicated a focus on small-scale, walkable development that encourages additional housing and supports local businesses. The existing zoning map and zoning code, with an emphasis on low-density residential and a lack of mixed-use and small lot residential districts, will require thoughtful amendments to fulfill the vision of the community. The lack of allowance for mixed-use development inhibits the ability to develop a walkable, connected community consistent with community goals.

Business and industrial zoning is generally limited to the town core and along major highway corridors, which offers the opportunity to prioritize business investment along Main Street but may preclude other commercial opportunities. The Megasite is outside of the UGB and governed by the Megasite Authority Zoning Regulations¹⁰.

KEY TAKEAWAY

Existing zoning regulations and processes are inadequate for the scale of growth expected in Stanton. They also cannot be accessed online and are inconsistent with community goals to maintain the character of the town and prioritize local businesses and housing development.

⁹ Stanton Municipal-Regional Planning Commission. 2016. Stanton Municipal Zoning Ordinance.

¹⁰ [Zoning Regulations for the Megasite Authority of West Tennessee \(2022\)](#)

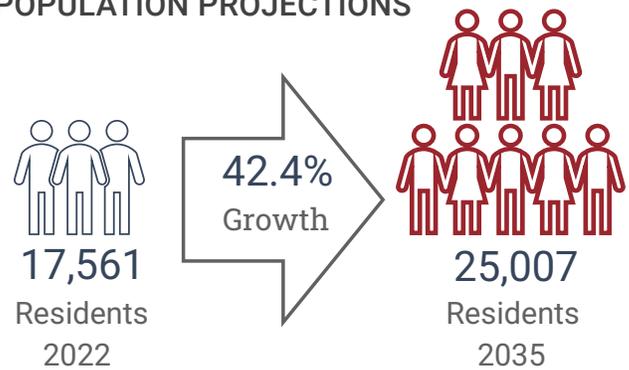
HOUSING

Housing has been relatively available and affordable to Stanton residents in recent history, with the number of units and population remaining stable over the past few decades. The majority of homes in Haywood County were built in the 1970s and 2000s.¹¹ A few historic homes from Stanton’s early days remain.

The 2020 Census counted approximately 236 total housing units in Stanton, down slightly from 248 in 2010.¹² The vacancy rate rose in that time frame to around 20% due to population decline. However, pressure for additional housing and housing choice is anticipated to increase substantially with projected regional population growth, jeopardizing affordability and resulting in a shortage of homes for BlueOval City employees and displacement pressure on existing residents.¹³

Haywood County as a whole is projected to add 7,446 residents by 2035, a 42.4% growth rate compared with 2022 population numbers. A current housing market analysis is underway for Haywood County and will be added to the Appendix of this document for reference once completed.¹⁴

HAYWOOD COUNTY POPULATION PROJECTIONS



1,331 additional housing units need to be added by 2035



868 more housing units need to be added by 2045¹⁴

= Approximately 100 housing units

KEY TAKEAWAY

New housing is needed, and zoning regulations currently do not support a wide enough variety of lot sizes, housing types and mix of uses to satisfy the community’s goals and attract future residents.

11 Stanton Step 1

12 U.S. Census Bureau. n.d. H1: Occupancy Status, 2020 Decennial Census. Retrieved from data.census.gov.

13 West TN Planning. 2023. West TN Regional Assessment: Forecasts for Population.

14 2024 West TN Planning Haywood County Housing Market Analysis

COMMUNITY FACILITIES

Stanton's current community facilities include Town Hall, a fire station, a public works building, The Cannery, the library, the health clinic, and a park on Wilkerson Street. None of these facilities in its current form is capable of hosting large community gatherings, which can help preserve community collaboration and government transparency. Additionally, existing amenities that might attract families with children, including the library and park, require substantial upgrades in order to be sufficient for a growing community. Expanding the number of community facilities can serve multiple purposes, including strengthening local ties by bringing residents together and increasing local tax revenue by attracting visitors and new residents.

For severe weather and other emergencies, the Stanton fire department and the Public Safety agencies are the primary responsible agencies of the Town. The fire station and public works buildings are too small for the current population and will need to be replaced to accommodate expected growth. This includes securing funding for equipment and operations.

In addition, residents have repeatedly mentioned that they are currently vulnerable to hazards from tornadoes as well as flooding and earthquakes, since few homes have basements. A community storm shelter would help mitigate this concern.

KEY TAKEAWAY

Continued support of existing community facilities, as well as the development of new facilities, will be important going forward. There is potential for shared uses and partnerships to manage facilities and programs once developed.

PUBLIC UTILITIES / INFRASTRUCTURE

Stanton owns and provides public water and sewer service to nearly all of its residents. The Town owns a well, water treatment facility, and wastewater treatment plant. Existing water and wastewater pipes service properties within town as well as I-40 Exit 47 via Stanton-Koko Road. An additional project is currently under construction along SR 222 to service BOC auxiliary uses including the TCAT, YMCA, and EMS Station. Brownsville Energy Authority manages and provides billing services for Stanton's water and sewer system.

Investment in water and sewer infrastructure and debt service on facilities can strain financing and cash flow for a small town. Capital improvements aligned with user and revenue growth are paramount for small systems, as the limited customer base makes it difficult to spread out costs. Therefore, new development should build along current infrastructure to ensure it does not place a strain on existing customers or the town finances.

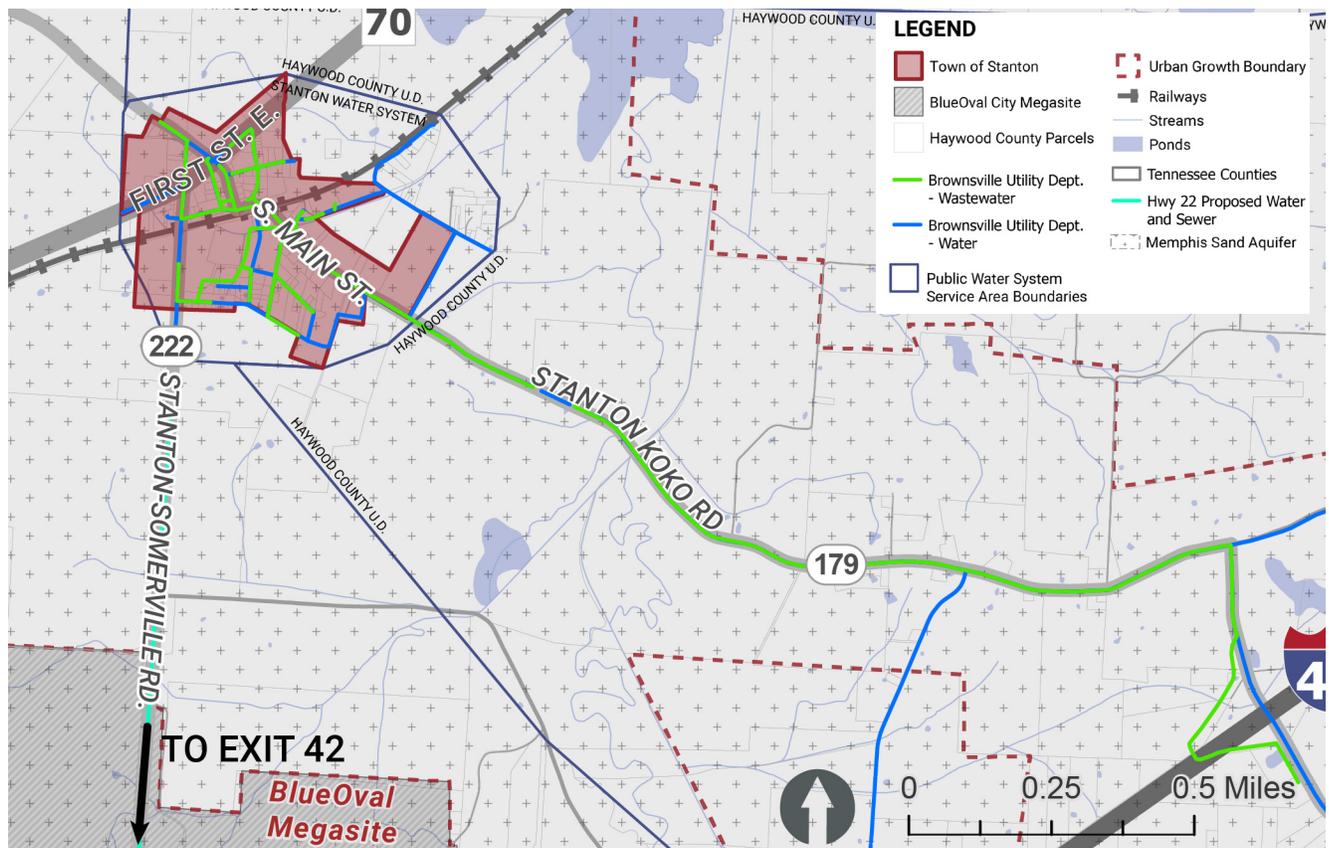
Recent local efforts have explored regionalization, or linking together, the wastewater systems of Stanton and other nearby communities in order to improve efficiency and enhance capacity.^{15,16} Stanton is currently developing a water and sewer model using grant funding to support this future planning.

According to the Stanton Government Administration Review prepared by West TN Planning, "Recent audits [of Stanton's water and wastewater system] indicate the system is financially stable in its present condition, and

15 Town of Stanton. 2022. Town of Stanton Utility Systems Infrastructure Report: Summary of Capacity Findings.

16 [Tennessee Department of Environment & Conservation. 2023. West Tennessee Wastewater Regionalization Opportunity Assessment.](#)

FIGURE 8. WATER AND SEWER INFRASTRUCTURE



available capacity in these systems appears sufficient for average growth without undue stress. However, with the projected population growth expected from the BlueOval project, additional capacity will likely be required in the coming decade. Demand for water and sewer service and the associated infrastructure will begin outstripping the capacity of the existing distribution and collection systems as well as treatment facilities within the coming decade.

The previous stability in demand and revenue has allowed the community to make investments as needed. However, the potential dimensions of change in system demand will likely require improvements on a scale not experienced previously.¹⁷

17 West TN Planning. 2023. Government Administrative Review, Town of Stanton, TN.

KEY TAKEAWAY

Development should be focused where water and sewer infrastructure exists, and any new improvements should plan for future sewer regionalization opportunities.

TRANSPORTATION

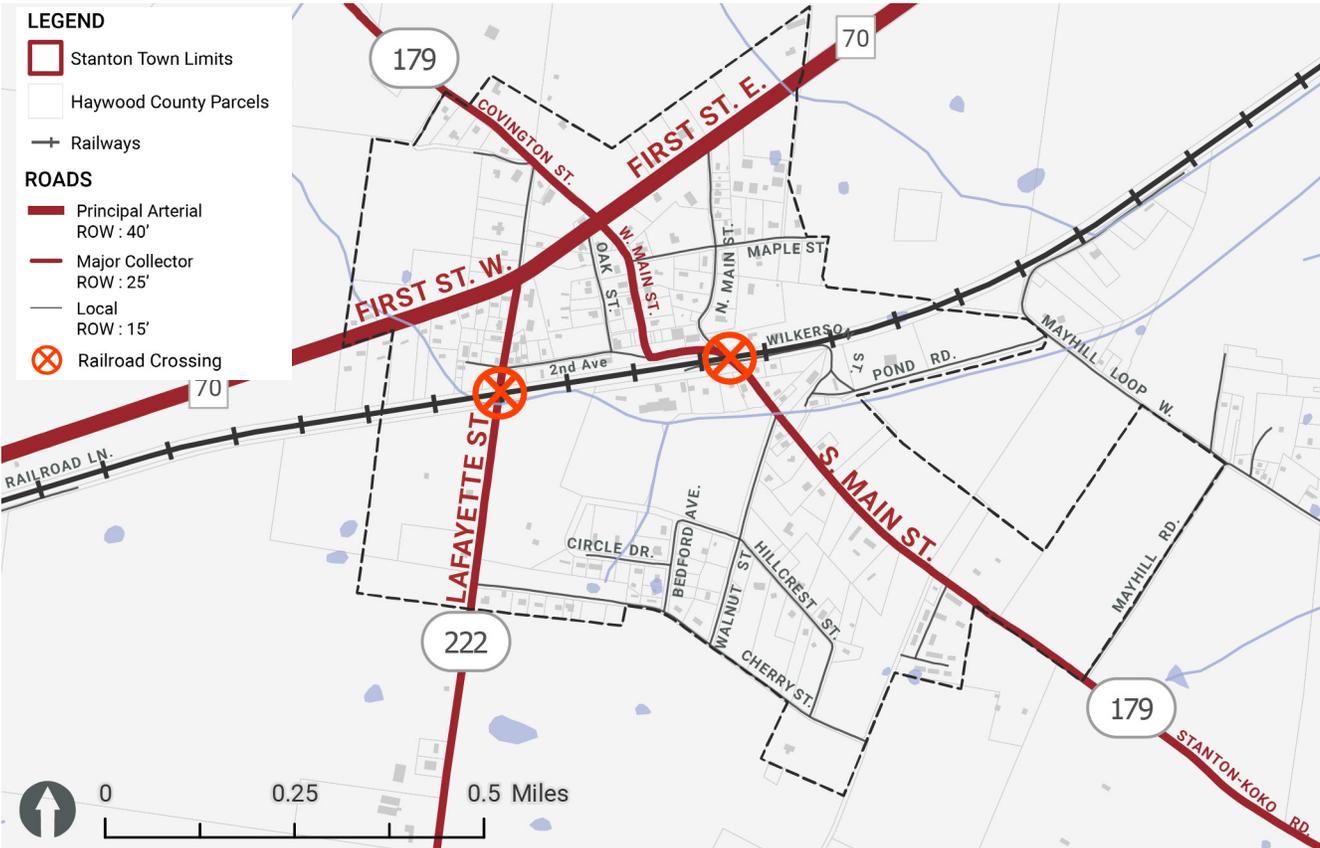
Stanton is serviced by Hwy 70 (SR 1), Lafayette Street (SR 222), and Main Street (SR 179). The latter two roads connect to I-40 at Exits 42 and 47, respectively. Hwy 70 (SR 1) serves as a primary route for residents to reach nearby communities, including Brownsville and Mason, while the interstate offers access to more distant regional destinations.

Through town, Lafayette Street (SR 222) and Main Street (SR 179) act as the major north-south thoroughfares that connect the north and south ends of town. Both streets are two-lane roads that intersect with Hwy 70 (SR 1) and, like other Stanton streets, lack sidewalks or bike lanes. SR 222 includes an at-grade rail crossing near the center of town and then continues south of town limits, providing direct access to BOC for both freight vehicles and commuters. Hwy 70 (SR 1) and 2nd Avenue are the main east-west connectors. South of the railroad tracks, streets are spaced further apart; Beauty Road and Walnut Street/Hillcrest Street, generally running north-south, and Cherry Street, generally running east-west, provide a connection between Main Street (SR 179) and SR 222. While these roads are paved, none offer lane markings, and only Hillcrest offers

pedestrian safety infrastructure. Available right-of-way (ROW) for each is limited to between 40 and 52 feet as shown in Figure 9.

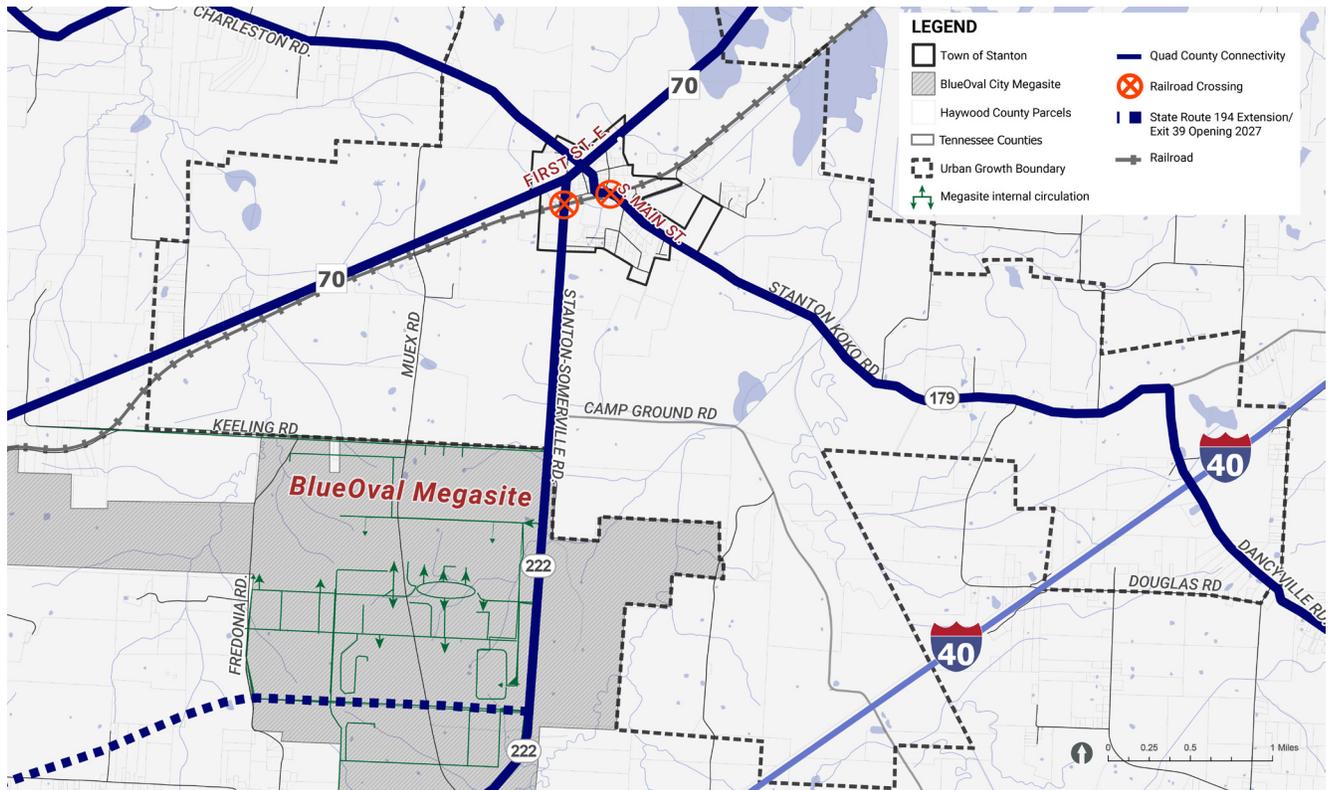
Rights-of-way in general tend to be narrow, in many cases inhibiting the ability to expand roadways in the absence of negotiations with property owners or eminent domain proceedings. Within town, a lack of sidewalks and crosswalks contributes to dangerous conditions for pedestrians. Further, the railroad running through the center of town has two railroad crossings and hosts 7 to 17 trains per day. This can negatively impact emergency response vehicles, lead to potential delays for vehicles and non-motorized travelers at the crossings, and create both noise pollution and safety concerns. This all necessitates careful consideration and design of future multimodal facilities like sidewalks, sidepaths, and trails.

FIGURE 9. LOCAL TRANSPORTATION NETWORK



Roads in red are being assessed in the TDOT Quad County Connectivity Study

FIGURE 10. UGB TRANSPORTATION NETWORK



As a historically agricultural community, many local and regional roads are currently being used in ways not originally anticipated. They lack shoulders and/or adequate lane widths to meet minimum standards. In addition, roads have not been improved to accommodate the current construction activities or expected future growth in the area. Traffic volumes on Hwy 70 (SR 1) in Stanton have increased approximately 30% to 40% since 2021 to more than 2,000 vehicles per day east of Main Street (SR 179). This additional traffic, specifically construction trucks from BOC and associated developments, is currently negatively impacting the town, with an increase in crashes occurring in and around the UGB.

Once BOC is fully operational, traffic patterns will likely change again; however, the safety and operational concerns on SR 222 through Town will remain, as truck traffic is heavier and wider than passenger cars, adding wear on the road surface.

TDOT’s Quad County Connectivity Study and a Haywood County local roads analysis are both underway to determine if Stanton’s existing transportation network is adequate for future traffic volumes. Preliminary analysis shows that Hwy 70 (SR 1) within Stanton’s Town limits is a crash zone.

Due to the challenges discussed with narrow right-of-way widths and a lack of connectivity in the existing system, without proper planning Stanton may find it difficult to provide or maintain adequate connections as growth occurs. The Town should focus on identifying crucial connections that can be constructed with grant funding and developing standards for future development. For example, the street pattern of a neighborhood should generally follow a traditional grid pattern, providing walkable blocks and an interconnected network of streets that extend to and from adjacent neighborhoods and undeveloped

properties. Pedestrian comfort should be the primary consideration for the design of streets. Design conflicts between vehicular and pedestrian movement shall be decided in favor of the pedestrian.

In 2022, both the Stanton Walkability Plan and Bicycle & Pedestrian Plan assessed the existing walking environment in Stanton and outlined a series of recommendations to improve multimodal facilities for the benefit of pedestrians and cyclists. The plans found that existing pedestrian facilities are scarce, leaving pedestrians to share the road with cars and cross streets at non-designated crossings. This creates dangerous conditions for all road users, in particular pedestrians and cyclists, who are vulnerable to being seriously injured or killed in a collision with a motor vehicle. Project-level recommendations from the Town's previous efforts include constructing 5- to 10-foot bicycle and pedestrian facilities¹⁸ along major town roadways.

KEY TAKEAWAY

Stanton's transportation network is inadequate, particularly right of way width, pedestrian safety, and roadway design standards.

GOVERNANCE

As stated in the West TN Planning Stanton Government Administration Review, while revenue growth is limited in Stanton, income and expenses have been stable and manageable for the community from year to year. However, the Town has not been able to set aside funding to

maintain a robust fund balance or direct funds to any special projects or planning efforts.

Despite Stanton's proximity to BOC, the community lies approximately five miles from I-40, which limits visibility and the number of visitors that pass through town. The town thus has difficulty capturing sales tax revenue, an important source of funding for communities. Stanton's other sources of income include local property taxes, operating and capital grants, and shared revenue from the State of Tennessee. This reality further supports the policy recommendation to re-establish Main Street as a productive part of the community. In addition, careful annexation of land within the existing UGB, along with fiscally-responsible development, would increase the potential for additional property tax and local sales tax revenue.

Elevated poverty levels within the community mean that "Stanton's citizens are at a disadvantage in being able to respond to increases in costs of services. While Stanton has managed to keep rates reasonable to-date, potential costs related to new growth could strain the affordability of resident services as well as the town's finances in general. Affordability must be a prime consideration when considering new services, spending, and charges."¹⁹

KEY TAKEAWAY

An influx of developer interest in the area requires that decisions about that development be made in a fiscally responsible manner to maintain stable finances and avoid placing financial burdens on existing residents.

¹⁸ Multimodal facilities identified include sidewalks, multipurpose paths, sidepaths, and advisory shoulders.

¹⁹ Government Administrative Review



POLICY RECOMMENDATIONS

Recommendations for the Stanton Master Plan have been informed by previous planning processes, additional technical analysis and community feedback. The Stanton Planning Commission shall reference this document for recommendations related to land use and intent of development within the Town limits and, for each annexation application, within the UGB. This Plan is meant to supplement the Stanton Zoning Ordinance as it relates to future growth decisions, but does not supercede the official Zoning for the Town. Once the Future Land Use Plan (underway) is adopted, that document and the Haywood County Interim Development Design Guidelines will serve as additional reference for the Commission and Board of Mayor and Aldermen on development decisions. Where there is conflict between those documents, the Master Plan shall supercede the Future Land Use Plan related to future development decisions.

GOALS

1. **Maintain Stanton's small-town character**
2. **Foster community-wide access to essential services and opportunities**
3. **Prioritize local businesses and housing development**
4. **Increase Stanton's ability to respond to severe weather and act as a responsible steward of the environment**
5. **Improve public communication for a responsive government and informed citizens**

A. Re-Establish Main Street

GOALS : 1, 2, 3, 4

Residents desire a Main Street experience that reflects the traditional small town character of the town. With coming investment and population, Main Street presents an opportunity for local businesses to offer a vibrant, walkable setting for residents and visitors. Infill development of local businesses should be concentrated in the town core along the east-west segments of Main Street and 2nd Avenue. Re-establishing Main Street requires readying lots for businesses to locate and creating a broader infill strategy that enables residents to live near Main Street and access it safely and conveniently on foot.

The Town can act as a catalyst for Main Street development through its ownership of three parcels of land directly west of Town Hall that total nearly one acre. The focus on developing Main Street should be a priority, therefore the Town should begin planning for the relocation of Town facilities to replace with more active uses and explore grant funding opportunities for the creation of community space on these parcels, as well as programs that support small, local businesses.

Community amenities such as business incubator space, community retail, playgrounds, or parks should also be considered either on Town-owned property, through agreements with developers, or through grant opportunities. For example, a near-term need for the community is the construction of a safe location for residents to shelter in the event of severe weather. The Town should consider opportunities to incorporate a storm shelter with a new shared-use community facility such as a new Town Hall, library, and community space. The facility could serve as a community gathering location where residents of all ages can come together for events, strengthen social ties, access services such as internet, and enhance civic engagement.

Policy Recommendations:

- A.1 - Focus growth of local businesses in the town core along the east/west segments of Main Street and 2nd Avenue.
- A.2 - Seek opportunities to co-locate Town facilities nearby to make space for more active uses on Main Street.
- A.3 - Seek grant funding and opportunities to develop community amenities on town-owned property.



Illustrative vision for the town core and Main Street to demonstrate how development can be planned to better align with community goals.

B. Promote Walkability

GOALS : 1, 2, 3, 4

Many Stanton residents don't have access to a personal vehicle, meaning that walking or biking is their primary mode of transportation. Safe routes must exist to enable these residents to independently access essential goods and services. Even beyond essential transportation, Stanton residents want a walkable community and pedestrian-friendly neighborhoods. Many recall the ability to walk to restaurants, the bank, or the grocery store in previous decades of the town's history. Walking provides many benefits, including exercise, social connection, and improved mental health.

The Town's Bicycle and Pedestrian Plan describes project-level recommendations for pedestrian facilities along state routes within the existing town limits.

A TDOT Multimodal Access Grant (MMAG) recently awarded to the Town provides funding to implement the first phase of projects identified in this plan, namely improvements along Hwy 70/SR 1 and SR 179/Main Street as shown on Figure 11.

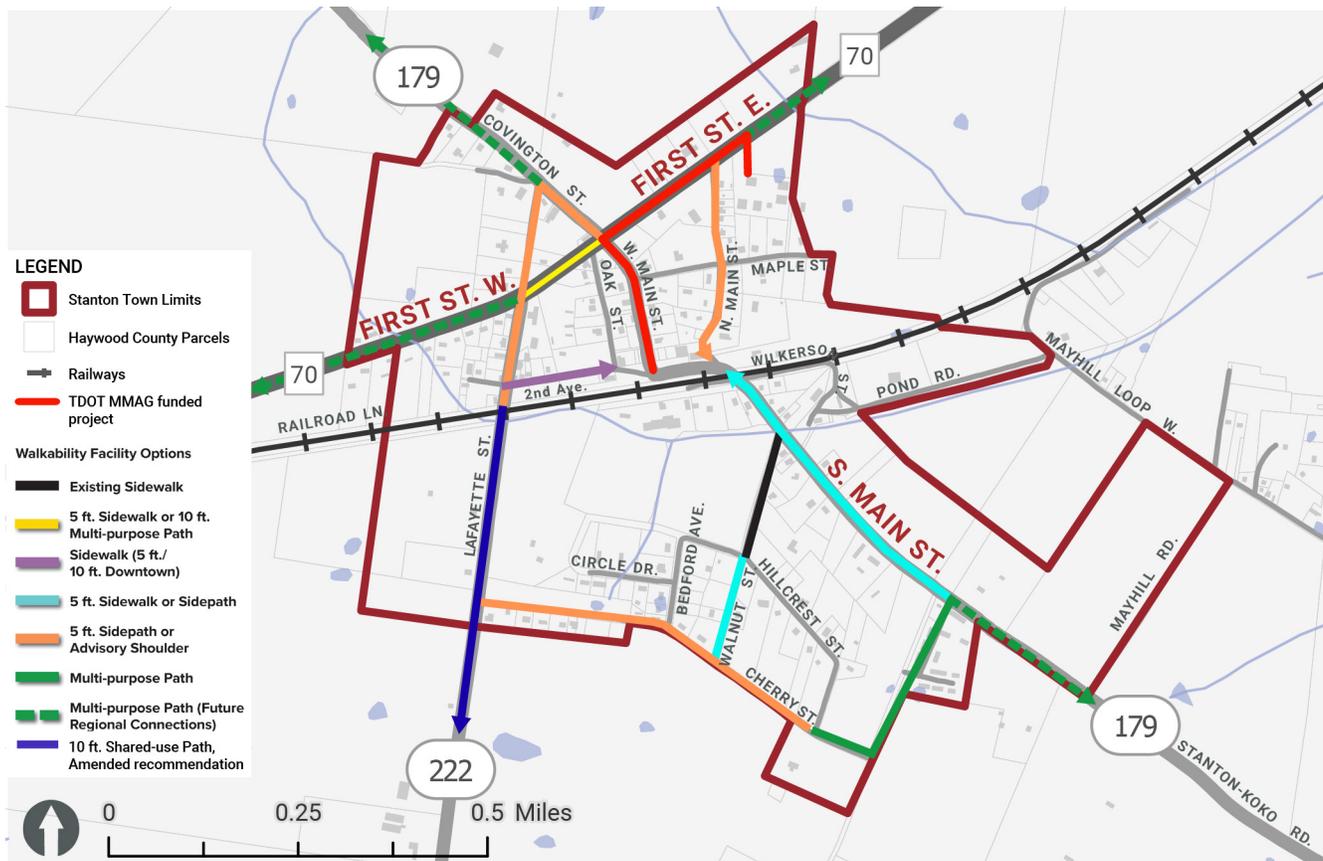
These enhancements to the pedestrian environment, which include sidewalks, crosswalks, and advance warning signs, are anticipated to take around three years to complete, with construction beginning in 2024.

While that project will enhance the pedestrian environment along Hwy 70 and Main Street, there are other existing streets with unsafe or undesirable walking conditions. Implementing additional recommendations will serve to not only improve and promote walkability, but also lay the foundation for a local and regional network of interconnected pedestrian and bicycle paths. In addition, as the community builds out, it is critical for new streets to offer sidewalks and those sidewalks to make up a broader pedestrian network that transports residents safely where they need to go.

Shared-use regional biking and walking paths are also valuable both for transportation and recreation. Due to the limitations of existing streets and right-of-way widths, the Town should pursue opportunities to create a network of off-street shared paths. For example, one such path could be built out as development occurs on the east side of SR 222 as part of agreements with the development community. The bike network should focus on connecting the town core to existing and future parks, jobs, and residential development. Regional partnerships and grants should be leveraged to create a broader trail system that offers Stanton residents access to enhanced recreation opportunities.

The Quad County Connectivity Study and Haywood Transportation Plan are currently underway and include an assessment of future traffic volumes, which may warrant the adaptation of the 2022 Bicycle and Pedestrian Plan recommendations. As the MMAG project is completed, detailed planning for projects shown in Figure 11 should start, beginning with a comparison and reconciliation between the Walkability Plan, the Bicycle and Pedestrian Plan, the Haywood County Transportation Plan, and the Quad County Connectivity Study. Funding requests should be verified against all four plans.

FIGURE 11. RECOMMENDED WALKABILITY IMPROVEMENTS



SOURCE: TOWN OF STANTON BICYCLE & PEDESTRIAN PLAN, EDITED

The Walkability Plan also identified proposed changes to the Town's Zoning Ordinance and Subdivision regulations to support walkability and fiscal solvency, some of which are now out of date after additional community input. Recommendations that are still valid, along with others that emerged from recent planning efforts, are included in the implementation section of the plan.

Any changes to the TDOT Functional Classification Map would be administered through the Quad County Connectivity Study process.

Policy Recommendations:

B.1 - Seek grant funding and opportunities to add pedestrian and bicycle infrastructure to existing and new streets throughout Stanton.

B.2 - Prioritize pedestrian and bicycle access and safety in all public and private development projects.

B.3 - Pursue opportunities to create a network of off-street pedestrian and bicycle paths, particularly as part of proposed private development projects.

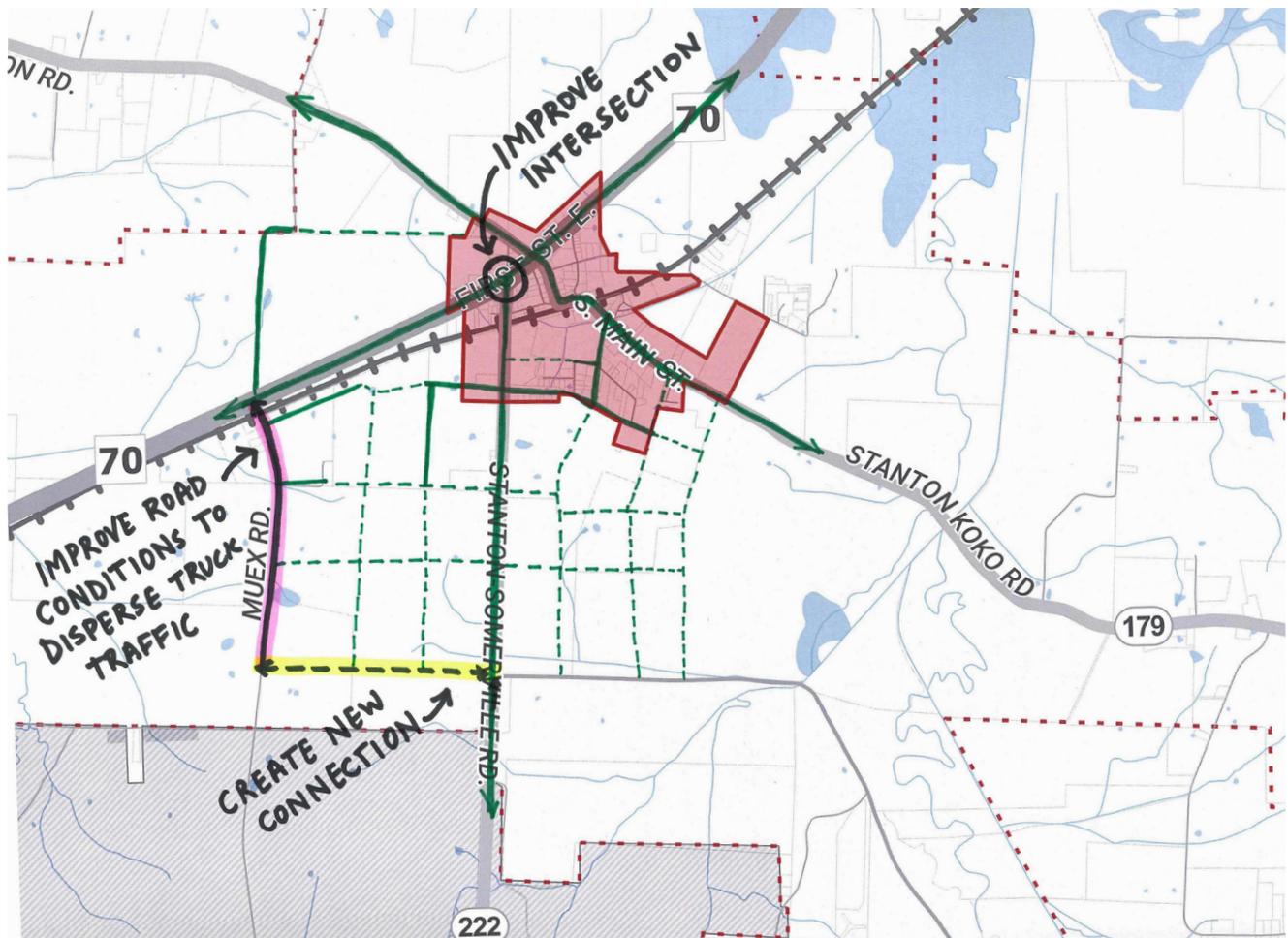
C. Distribute Traffic More Effectively

GOALS : 1, 2, 3

Truck traffic around and through Stanton has increased substantially during the construction of BOC, and elevated levels of trucks and vehicles around Stanton are expected to persist following the plant’s opening. While truck traffic in the future will generally be routed to the site via I-40, it is important that traffic passing through town does not jeopardize the safety of pedestrians and other road users.

It is also important that as development occurs in and around Stanton, future residents, workers, and visitors can reach their destinations in a safe, efficient manner that minimizes travel distances and congestion. This Master Plan recommends efforts to distribute traffic more effectively through a more connected street grid with a specific focus on providing a more adequately sized alternative for truck traffic consistent with the technical and community workshop diagram shown in Figure 12.

FIGURE 12. TECHNICAL WORKSHOP TRAFFIC DIAGRAM



Conceptual street grid to disperse traffic and allow an alternate truck route

Although some of this street grid is expected to be built as part of future development plans, specific focus should be placed on building a new road on the west side of SR 222 and Camp Ground Road to connect to Muex Road. If pursued, this new connection should be built to state design standards, accommodate large freight vehicles, and be capable of supporting a future request to restrict truck traffic on SR 222 north of Camp Ground Road, shall that be necessary in the future.

Improvements should also be considered on the west side of the intersection of SR 222 and Hwy 70 to allow for safer turning movements and protect the historic church on the east side.

While some nearby communities have explored full bypasses to alleviate traffic through their downtowns, past experience shows that these bypasses, while successfully reducing traffic congestion, have serious downsides for the local economy. Bypasses inherently remove visitors from downtowns and main streets, harming local businesses and reducing the sales tax revenue that communities collect. This Plan strongly recommends that Stanton does not pursue the creation of a full bypass.

Stanton's road network currently contains major gaps that require vehicles to follow indirect routes to reach their destinations. The lack of a broader street grid outside the town core also makes travel difficult for pedestrians and cyclists. Making key street connections with future development and as independent improvement projects will help improve traffic flow, while also ensuring efficient access for future development and improving multimodal transportation options. Future street network connections should emphasize a grid pattern that promotes walkability, ease of navigation, and safety for the traveling public.

Policy Recommendations:

C.1 - Evaluate the feasibility of a new road connection to Muex Road that will better accommodate and disperse truck traffic and connect into existing and planned street grid expansions.

C-2 - Expand Stanton's streets in a connected grid pattern that promotes walkability, ease of navigation, and pedestrian safety. Enforce this connected grid during review and approval of all private development applications.

C-3 - Update street names in the town core to remove duplicates and increase clarity to support easier navigation.

C-4 - Explore improvements to the west side of the intersection of SR 222 and Hwy 70 to allow for safer turning movements.

D. Focus Development near Existing Infrastructure

GOALS : 1, 2, 3, 4

As the Town directs development and infrastructure to determine its future state, it should guide development to three catalyst areas. Planning for development in specific areas of town with a specific character will ensure that future needs of the community are met and that development occurs in an ordered, connected, and fiscally responsible manner. It is also a signal to developers of what the community will support, which will help attract the developers with similar values.

These catalyst areas represent locations that should be prioritized for annexation, utility service connections, and development. Development locations outside of these catalyst areas should remain very low-density residential and/or agricultural use to maintain the small-town character desired by the community. Note that these catalyst areas differ from the previous Walkability Plan due to the SR 222 sewer and water investments, information about the Megasite development and aquifer protection area, and additional feedback from the community. The catalyst areas, as referenced in Figure 13, include:

Catalyst Area #1: Infill Development

This catalyst area includes properties within existing town boundaries that should be prioritized for infill development, including re-establishing Main Street. To grow in a fiscally responsible manner, the Town should prioritize development in locations where infrastructure already exists and within existing town limits.

Infill development should include residential, mixed use, local business, civic buildings, neighborhood-scale parks, and open space. Existing lots should be improved in a manner that capitalizes on their proximity to the town core, in some cases

potentially being subdivided to allow for smaller lot sizes and homes affordable to a wide variety of incomes. Building character should reflect an appropriate scale that complements existing homes while upgrading the streetscape. Minimum 5-foot wide sidewalks, safe street crossings, outdoor patio space, and similar public/private spaces that create a vibrant community should be prioritized with infill development.

Catalyst Area #2: Future Walkable Town Expansion

Area #2 is intended for the walkable, connected expansion of the town core and should be focused on delivering a versatile range of homes that are land-efficient and available at an affordable price range, including small-lot detached and attached single-family homes and townhomes. Extension and solidification of the existing town grid is a priority for this catalyst area, which should be physically connected in a multimodal manner to the existing town core and employment centers. Residents should be able to access amenities in the town core and employment centers throughout town on foot or via bicycle in order to minimize traffic congestion and encourage a healthy lifestyle. Additionally, these catalyst areas should be planned to connect into future civic uses, retail locations, and regional trails, parks, and open space.

This catalyst area should also allow small home businesses, neighborhood scale businesses, and small corner-store retail where appropriate as the population increases and the town is able to support more commercial uses without pulling energy from the town core. Focusing development in this manner is more fiscally responsible, conforms with the aquifer protection recommendations near the Megasite, and aligns with community values to preserve agricultural land and the environment.



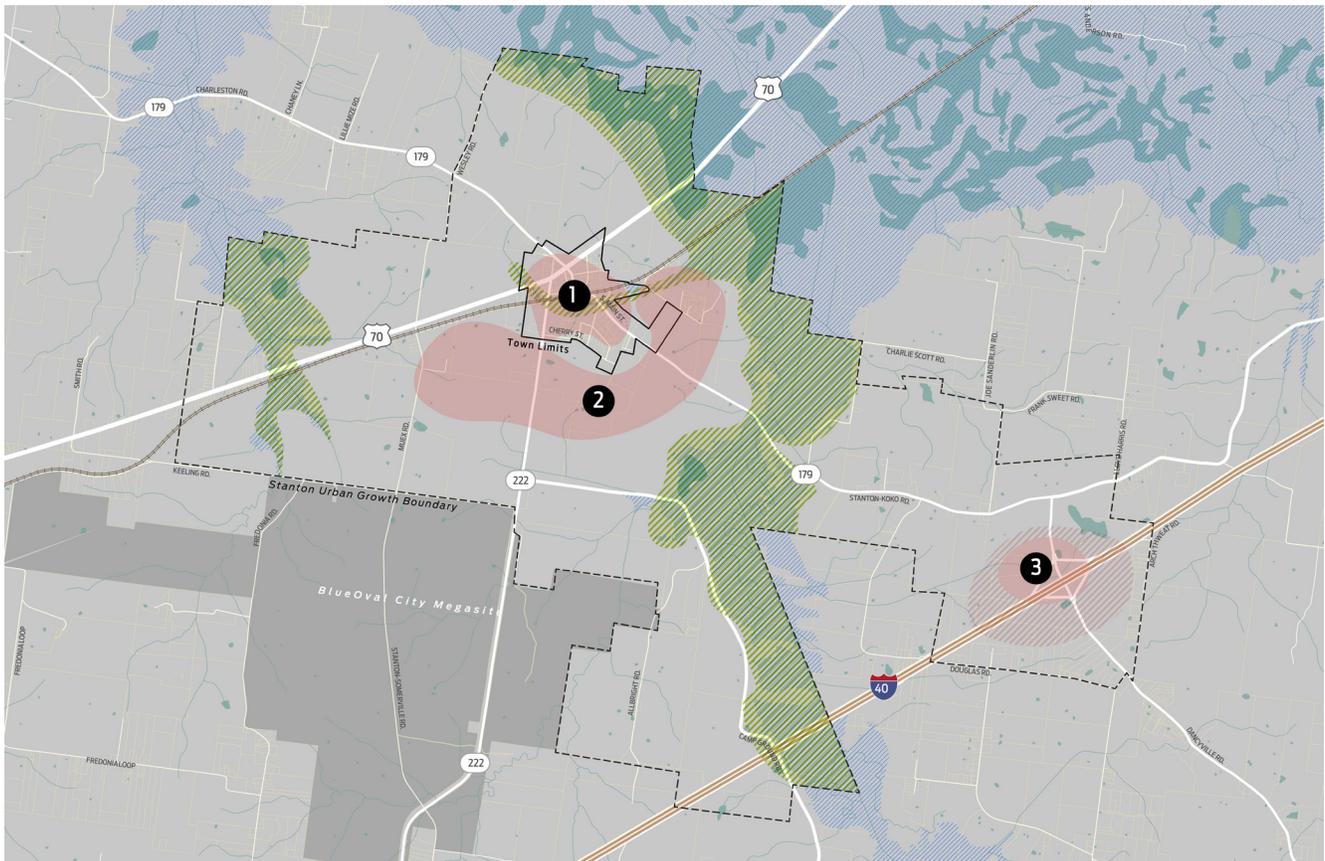
What are Catalyst Areas?

Catalyst areas indicate where new development should focus first because these areas are near the center of town and near existing infrastructure.

How are They Used in the Master Plan?

The master plan guides future development. Incorporating these catalyst areas ensures that growth in Stanton will be concentrated in areas that support the community's goals for compact and fiscally responsible development.

FIGURE 13. PROPOSED CATALYST AREAS



AREA 1



Infill Development

- Residential, mixed use, local business, civic buildings, neighborhood-scale parks and open space
- Primary location for fiscally responsible new development near existing infrastructure

AREA 2



Future Walkable Town Expansion

- Detached and attached single-family residential, with small home businesses, neighborhood-scale businesses, and small corner-store retail where approved
- Regional recreation, trails, open space
- "Next up" for future development

AREA 3



Future Regional Commercial

- Highway-oriented commercial and retail development
- Future development will require infrastructure expansion (hatched area)

Note: Area numbers do not indicate order of development

Catalyst Area #3: Future Regional Commercial

Located along Interstate 40 near Exit 47, Catalyst Area #3 is prime for regional commercial development. Residents have specified that, even though this area is oriented to interstate traffic and serves regional users, its general character should be carried over from the town core. Future development in this area provides the opportunity to offer a glimpse into Stanton and the Douglass communities, offering a cultural connection to the town and encouraging visitors to venture into the town core. While water and wastewater infrastructure currently run along Stanton-Koko Road (CR 179) to I-40, localized water and wastewater connections will need to be made to new development within this catalyst area.

While these catalyst areas represent the main targets for future development over the next 10 years, other areas may warrant development as well. Any commercial uses proposed outside of these catalyst areas should be carefully considered to ensure they complement, rather than compete, with Stanton’s town core and Main Street. Ford has indicated that primary amenities near the site should include a convenience store, gas station, childcare, and restaurants and bars. These amenities will most likely serve employees coming and going as opposed to those on duty. BOC workers have access to a cafeteria on site, which has the potential to satisfy most of the need for meals, especially for hourly employees who typically work either ten- or twelve-hour shifts and receive a 30-minute lunch break. Salaried employees, including engineers and managers, are anticipated to leave the plant at times for lunch. Due to visibility and diversity of the customer base, most national retailers will likely be interested in locating along I-40 at Exit 42, which is outside of Stanton’s UGB. Commercially appropriate land within Stanton town limits will thus remain best

suited for local businesses and entrepreneurial opportunities.

Policy Recommendations:

D.1 - Prioritize development in locations where infrastructure already exists.

D.2 - Encourage a mix of uses within the Town boundaries, including residential, mixed use, local businesses, civic areas, neighborhood-scale parks, and open space.

D.3 - Encourage a wide range of housing types, including small-lot attached and detached homes, in a walkable, connected grid pattern in and near the town core.

D.4 - Ensure development near I-40 continues the general character of development near Stanton and the Douglass communities.

E. Ensure Fiscally-Responsible Development

GOALS : 2

As identified in the previous planning efforts, the Town has adopted the vision of Strong Towns, which is a return to the traditional compact, walkable pedestrian-scaled streets which are linked to each other across rural areas by higher-speed roads. This vision advocates for maximizing the use of publicly-owned infrastructure with appropriate levels of density to ensure the Town is financially resilient. This is consistent with community sentiment that future development must be fiscally responsible in the sense that generated revenue is more than adequate to pay for the cost of infrastructure and services. The cost of new water and wastewater connections to development areas should not place any long-term financial burden on existing residents. Further, future development must be responsible for on- and off-site improvements that are direct impacts of the development, including but not limited to road improvements, water and wastewater connections, upgrades to parks, school contributions, and/or the construction of sidewalks, crosswalks, and landscaping. To be fiscally sound and walkable, the Town Zoning Ordinance needs to adjust as well to allow Stanton to have a mixed of uses consistent with community needs.

Consistent with the Government Administrative Report recommendations, the town should evaluate and update existing government service usage charges and fees, formalize the process for new development proposals, utilize technology to minimize staff time in responding to numerous information requests, seek additional grant opportunities and partnerships, and establish a financial model for growth. Further, Stanton should create a development manual that outlines the Town's development approval process and major policies to allow administrative efficiencies and

to encourage developers to invest in the area. This also supports the fiscal responsibility of the community, as less staff or consultant time dealing with development approvals equals a savings in government spending.

Policy Recommendations:

E.1 - Ensure that the cost of new water and wastewater connections to development areas does not place long-term financial burden on existing residents. Evaluate development based on a long-range construction and maintenance horizon.

E.2 - Create and maintain updated tools to support fiscal health, such as schedules for updating government service usage charges and fees, development review fees, and development review processes.

E.3 - Establish a financial model for growth and a set of financial management performance criteria.

E.4 - Continue to uphold BOA Resolution 21109a which requires annexation as a prerequisite for the provision of Town-owned water or sewer to any development site.

E.5 - Seek additional grant opportunities and partnerships that further the goals and policies of this Master Plan.



IMPLEMENTATION

The implementation framework shown here provides Town leadership with a series of actions to consider in order to achieve the community goals envisioned in this plan. Actions are assigned a time frame to guide leadership on the short-term, mid-term, or long-term items. Actions may also be ongoing, meaning that the need should be continually implemented over time. For the purposes of this plan, the time frames translate to the following general ranges:

-  Quick Wins: Immediate
-  Ongoing: Continually implemented over time
-  Short-Term: 0-2 years
-  Mid-Term: 3-5 years
-  Long-term: 6-10 years

Partners and potential funding sources are also provided for each action, as applicable.

GOALS

- 1** Maintain Stanton’s small-town character
- 2** Foster community-wide access to essential services and opportunities
- 3** Prioritize local businesses and housing development
- 4** Increase Stanton’s ability to respond to severe weather and act as a responsible steward of the environment
- 5** Improve public communication for a responsive government and informed citizens

POLICY RECOMMENDATIONS

- A** Re-establish Main Street.
- B** Promote walkability.
- C** Focus development near existing infrastructure.
- D** Distribute traffic more effectively.
- E** Ensure fiscally-responsible development

WHO’S ON OUR TEAM?



STAFF/
MAYOR



MTAS



SWTDD



Planning
Commission



Board of
Mayor and
Aldermen

WHO	WHAT	WHY	WHEN
QUICK WINS			
	Update sewer and water tap fees and connection charges.	2 3 E	
	Provide clear information on community goals, the development process, and building permits on the website.	2 3 5 E	
	Post official meeting agendas, packets, and meeting minutes on the website.	5 E	
	Complete CDBG grant for new fire station.	2 4 A	
ONGOING			
	Actively recruit residential developers who have a mission consistent with community goals.	1 2 3 E	
	Actively recruit and support small business and entrepreneurs, specifically along Main Street.	1 2 3 A B C E	
	Pursue grant funding for: <ul style="list-style-type: none"> ▪ Local roadway improvements and pedestrian and bicycle connections. ▪ Community facilities and public services expansion. ▪ Planning for the relocation of public facilities off Main Street. 	1 2 3 4 5 A B C D E	

WHO

WHAT

WHY

WHEN

SHORT-TERM



Develop an ordinance that outlines the development submission requirements, fees, schedule, and process, including a flowchart.

2 3 5
D E



Create a development manual with document checklist and graphic flowcharts that outline the town’s development approval process and major policies.

2 3 5
E



Update street names in the town core to increase clarity.

1 2 3
A B D



Pursue the following Zoning Ordinance amendments.

1 2 3 4 5
A B C D E

- Develop a permitted uses chart.
- Develop lot width and setback diagrams for easy visualization of information.
- Validate where home businesses are allowed in order to encourage entrepreneurs to work in Stanton.
- Fix the non-conforming use regulations that are out of compliance with current state law TCA 13-7-208.
- Refine definitions to clarify differences in land use and housing types and sizes.
- Where appropriate, allow accessory dwelling units (ADUs), adjust minimum lot area and/or maximum lot coverage, and provide flexibility in parking requirements to increase housing development opportunities.
- In all zones, assess lot size and width restrictions, maximum lot coverage, height restrictions, setbacks, bulk regulations, accessory structures, parking requirements, and a better mix of uses that supports the community goals.

WHO

WHAT

WHY

WHEN



SHORT-TERM

Pursue the following Subdivision Regulation amendments:

- The street pattern of a neighborhood shall generally follow a traditional grid pattern, providing walkable blocks and an interconnected network of streets that extend to and from adjacent neighborhoods and undeveloped properties.
- Pedestrian comfort shall be the primary consideration for the design of streets. Conflicts between vehicular and pedestrian movement shall be decided in favor of the pedestrian.
- Allow for alleys.
- Make cul-de-sacs conditionally allowed only if there is benefit to the community and fiscal sustainability.
- Limit block lengths.
- Development phasing considerations

1 2 3 4
B E



MID-TERM

Implement development standards for Main Street consistent with the historic district and the community’s desire for small-town character:

- Require an ‘active use’ on the ground-floor (business or community space).
- Require building entries and windows to face Main Street.
- Require minimum sidewalk and landscaping standards to promote a pedestrian-oriented streetscape.
- Encourage outdoor patio space, where feasible.

1 3
A B



LONG-TERM

Revisit this Master Plan for consistency with community goals.

5
E





ACKNOWLEDGMENTS

The Stanton residents, Mayor Sterbinsky and staff, SWTDD, and other regional partners were instrumental in developing this master plan. Additionally, the University of Memphis Department of City and Regional Planning, School of Urban Affairs and Public Policy Comprehensive Planning Studio (Fall Semester 2023), were an integral part of the team at the onset of the project. They took the lead in engaging the community in a meaningful and professional manner and helped develop the community goals within this document. Further, their dedication to the residents and the future of Stanton influenced all aspects of this report.

Report prepared by HDR and Gresham Smith on behalf of the West TN Planning team for TNECD.

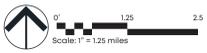
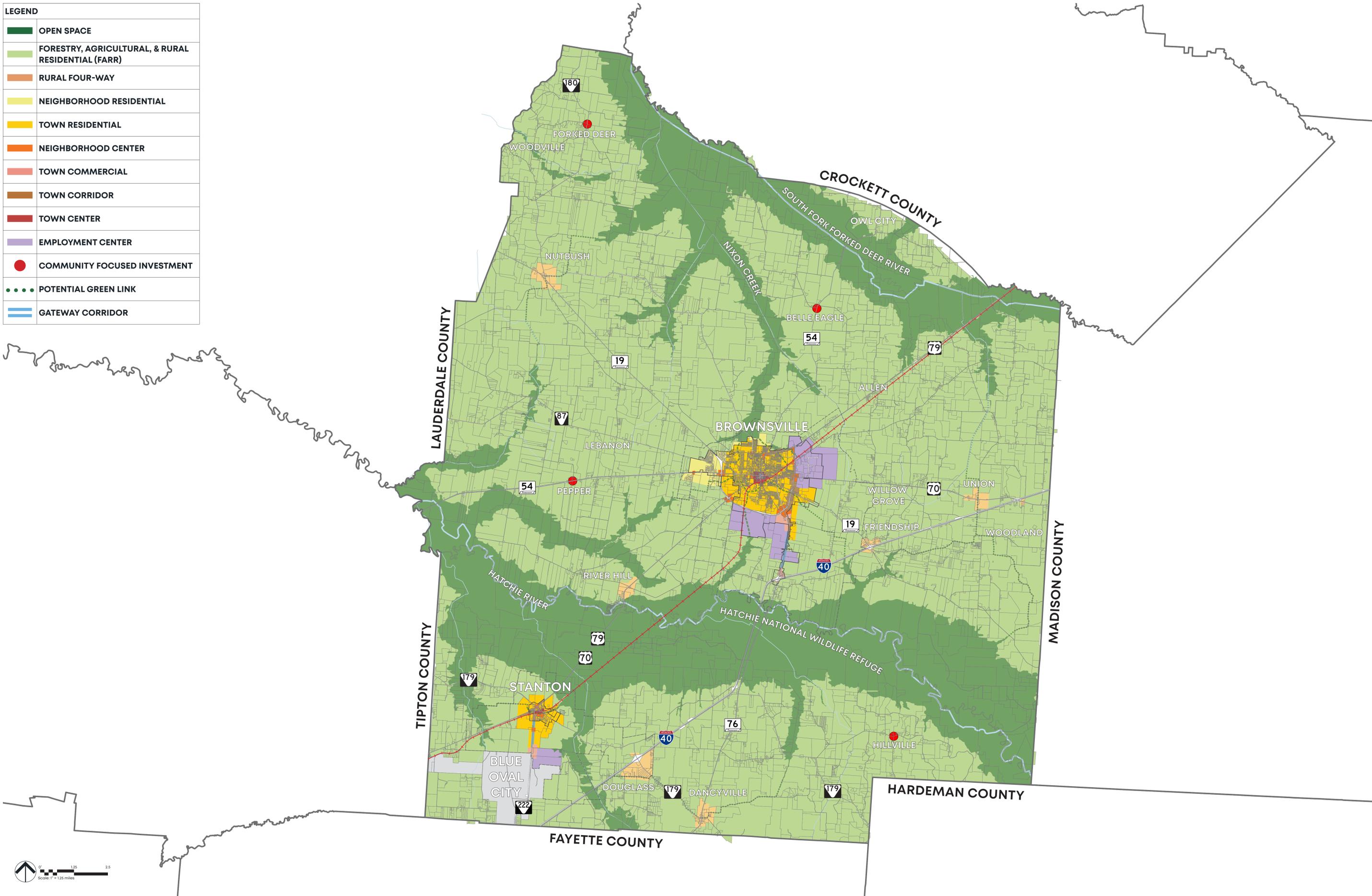
Cover image taken by University of Memphis students.

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LEGEND	
	OPEN SPACE
	FORESTRY, AGRICULTURAL, & RURAL RESIDENTIAL (FARR)
	RURAL FOUR-WAY
	NEIGHBORHOOD RESIDENTIAL
	TOWN RESIDENTIAL
	NEIGHBORHOOD CENTER
	TOWN COMMERCIAL
	TOWN CORRIDOR
	TOWN CENTER
	EMPLOYMENT CENTER
	COMMUNITY FOCUSED INVESTMENT
	POTENTIAL GREEN LINK
	GATEWAY CORRIDOR



Haywood

NEXT

FUTURE LAND USE PLAN

March 2024

Prepared by:



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We extend our heartfelt gratitude to the residents, individuals, organizations, and community leaders who have and continue to contribute their time, expertise, and passion to Haywood County, the City of Brownsville, and the Town of Stanton and which made Haywood Next possible. Your dedication is inspirational and serves as the community's greatest asset.

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Acknowledgments

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Executive Summary

Haywood Next serves as the Future Land Use Plan for Haywood County, the City of Brownsville, and the Town of Stanton. The name “Haywood Next” was selected for a multitude of reasons - the Future Land Use Plan was in need of updating, the County and Brownsville are embarking on their third century, and the community is on the cusp of significant regional economic change. These factors aligned to inspire residents to establish a new vision for the future of their community.

The Future Land Use Plan embodies the community’s shared vision and serves as a guide for development and investment. The patterns and relationships defined in this Plan provide a tool for stakeholders and leaders to inform rational decisions regarding public investment in amenities, infrastructure, services, facilities, redevelopment, zoning, preservation, and conservation.

Built on a foundation of an inclusive planning process, thousands of stakeholders, community leaders, and residents engaged in a process led by the Haywood Next Steering Committee and facilitated by a team composed of LRK, The Chesapeake Group, TishlerBise, and Kittelson & Associates. Over the course of a robust public engagement process, community participants defined their Vision and Growth Principles that will continue to shape Haywood County for the next decade. The remarkable degree and scale of resident participation and active engagement is to be commended and is indicative of a community composed of passionate and devoted individuals.

Informed by the residents of Haywood County’s vision and values, the Future Land Use Plan calls for future investment and development within or near existing municipal boundaries, as well as in and around the County’s unincorporated rural communities. By focusing development in those areas where services, infrastructure and amenities exist or may be more easily provided, the Future Land Use Plan better enables the community to achieve a vision of enhanced variety and quality of life. Together this balanced approach seeks to better ensure that which is cherished today is available for future generations.

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CHAPTER

1

Set the Foundation

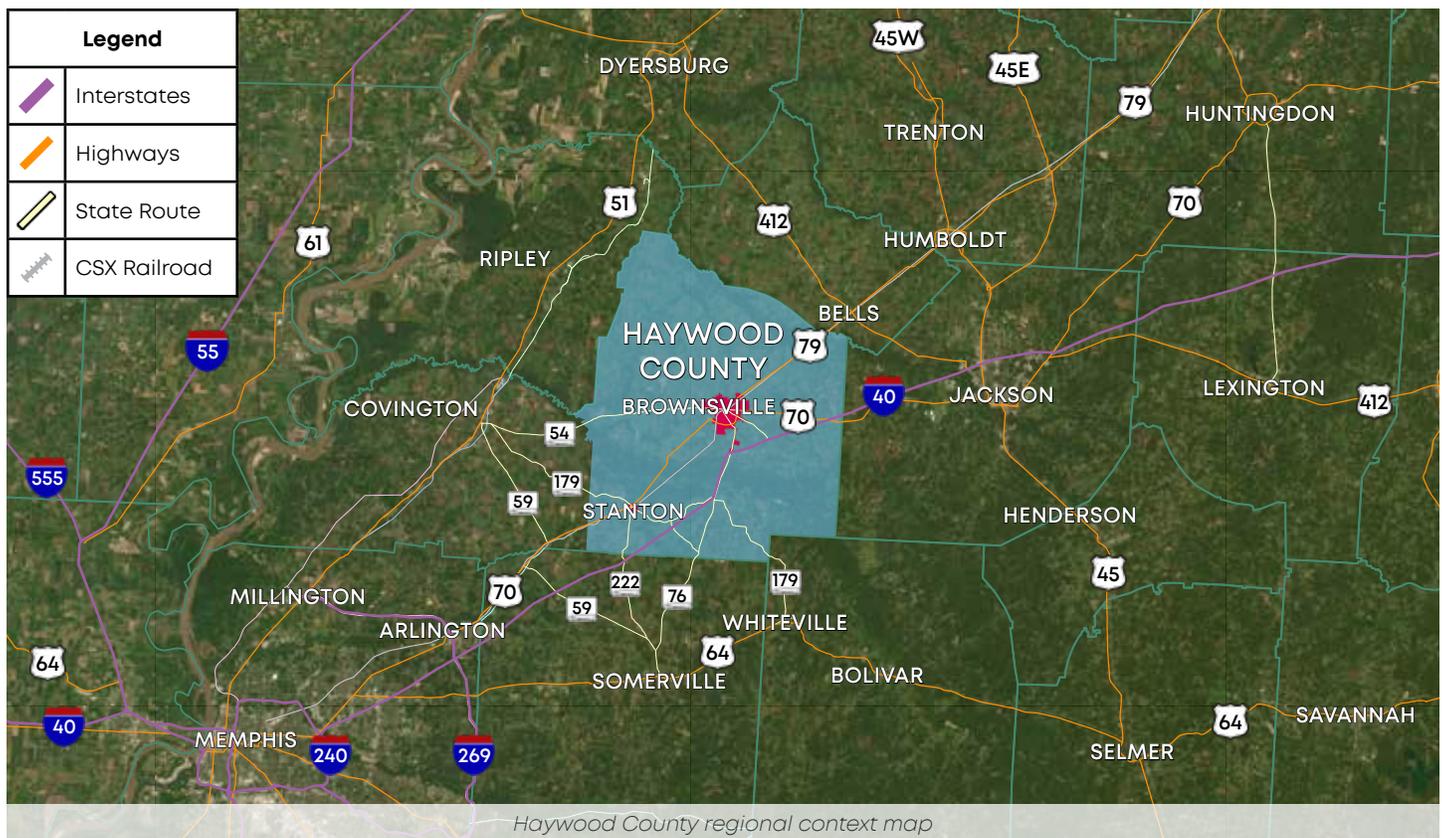
Set the Foundation

The Need for a Future Land Use Plan

The Industrial Development Board of the City of Brownsville and Haywood County Tennessee, the City of Brownsville, the Town of Stanton, and Haywood County engaged LRK to develop a Future Land Use Plan to help inform future growth and change. Haywood County, Brownsville, and Stanton have a multitude of reasons to update their Future Land Use plans, not the least of which, is the desire to thrive within a rapidly evolving regional landscape that presents both opportunities and challenges. The region is growing, and with that growth comes the need to address economic development, housing, transportation, infrastructure, and environmental stewardship. By engaging in a thoughtful and inclusive planning process, this plan creates a shared vision that seeks to preserve the community’s unique character and elevates the quality of life for both existing and new residents by way of informing and guiding future change. Planning for future land use can help ensure that a community’s growth protects and preserves their vision and values.

Land Use describes how land is currently used within a county or community. **Future Land Use** describes a community’s vision for how land should be utilized in the future. Directly informed by residents’ values and goals, Future Land Use planning guides where future development and redevelopment should occur. When planning at the scale of the county, place types ranging from rural landscapes to urban centers and the transition of uses within the community are important considerations.

The Future Land Use Plan should be referenced along with the County and Municipalities Zoning codes and maps when development applications come before regulatory and legislative bodies. The Future Land Use Plan provides assistance when considering rezoning applications and future development patterns. The Future Land Use Plan should be reviewed every 2.5 years to identify potential issues and examine the performance of the plan, and a thorough revision process should be undertaken every 10 years.



Haywood County regional context map

Planning References

The following are just a few of the documents referenced in the planning process and used to inform and set the foundation for the Future Land Use Plan updates.

Haywood County Future Land Use Map

Haywood County Growth Plan

Haywood County Major Road Plan

Haywood County Subdivision Regulations

Haywood County Zoning Resolution & Zoning Map

Adopted October 1993 and updated October 2020

Brownsville Municipal Zoning Ordinance & Zoning Map

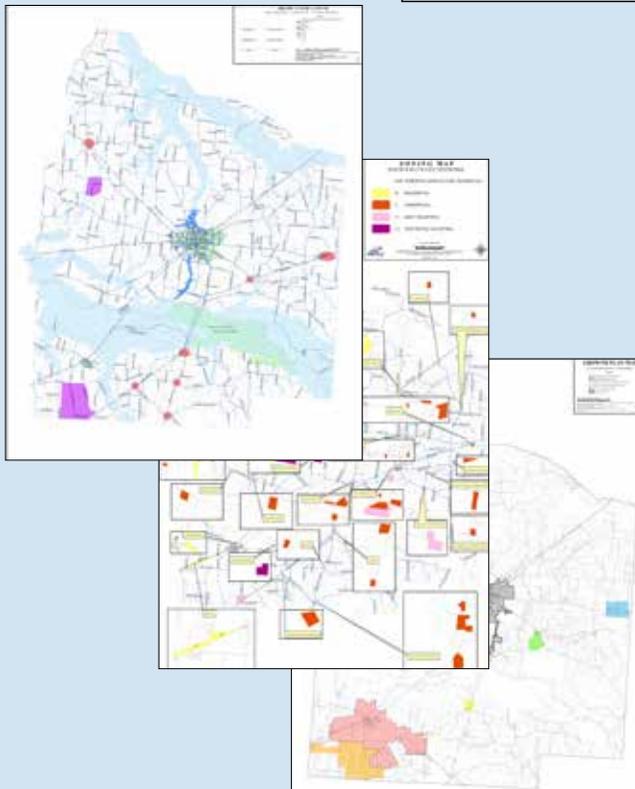
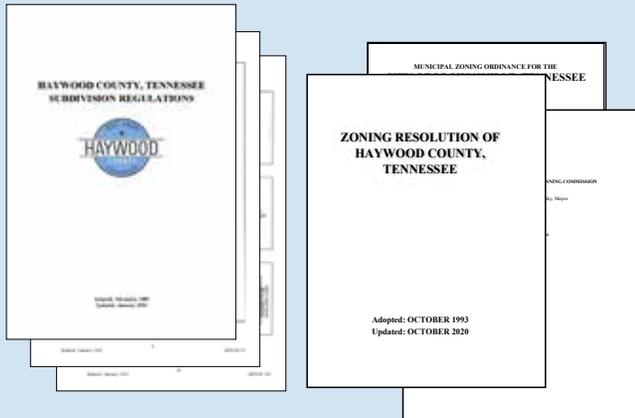
Updated March 2022 by the Brownsville Municipal-Regional Planning Commission

Stanton Municipal Zoning Ordinance & Zoning Map

Updated July 2016 by the Stanton Municipal-Regional Planning Commission

Brownsville and Haywood County Interim Development and Design Guidelines (IDDG)

Recommended for adoption October 2022 by the Joint Economic Community Development Board



Planning Study Area

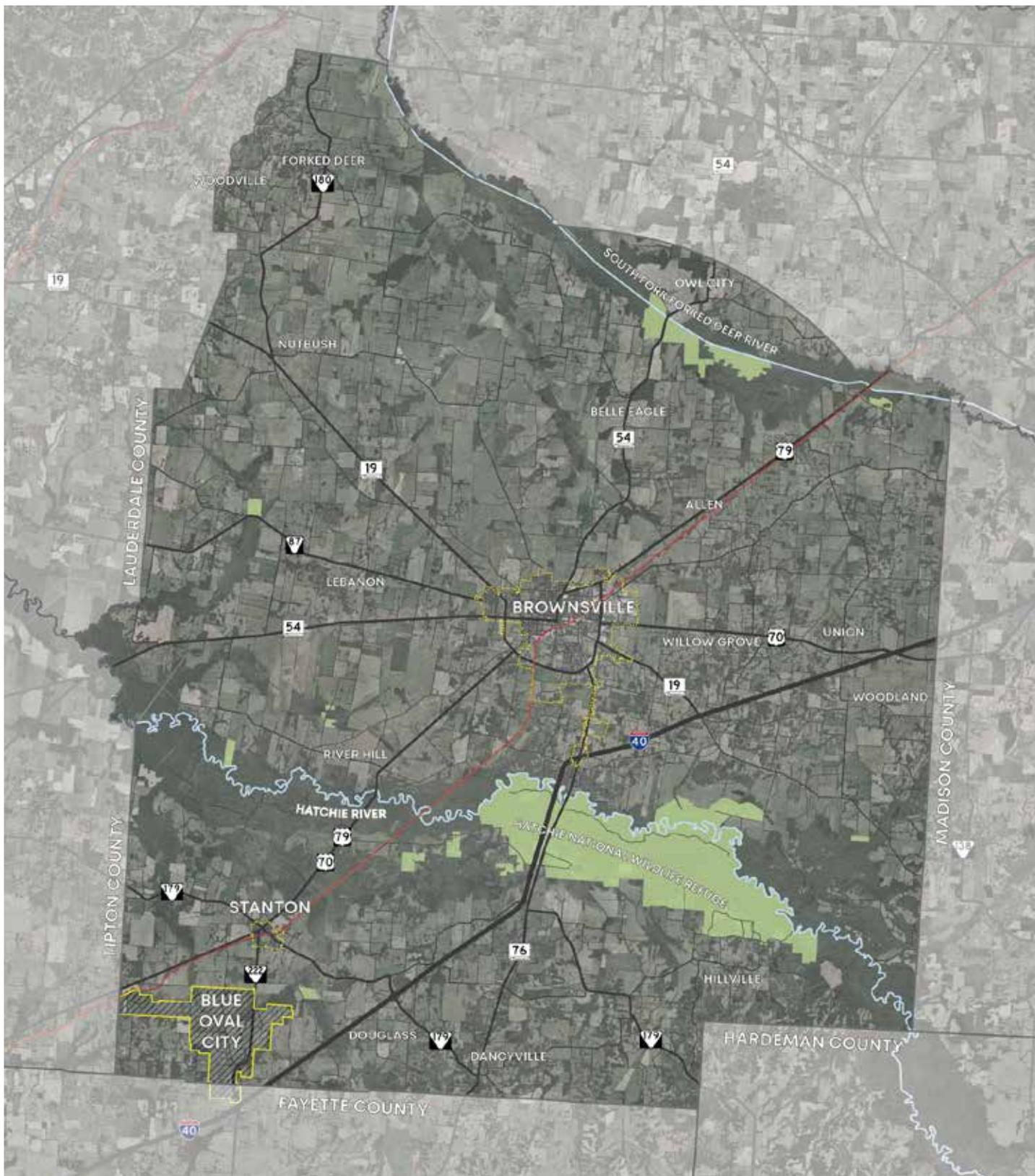
Haywood County, located in southwestern Tennessee, covers an area of approximately 534 square miles. The municipalities of Brownsville and Stanton are distinct community centers surrounded by fertile farmland and located astride the Hatchie River Wildlife Refuge. Across the area, rural communities often located at important intersections continue to serve as centers for day-to-day life and are important to local identity. Sweeping fields of cotton and soybeans give way to forested river bottoms along the Hatchie River and the South Fork of the Forked Deer. The Hatchie National Wildlife Refuge encompasses 11,556 acres in Haywood County with 23 miles of the Hatchie River flowing through old growth forests. This refuge is ecologically unique and critically important within the Lower Mississippi River ecosystem providing a protected habitat for plants, fish, and wildlife.

Haywood County is bordered by Crockett County to the north, Madison to the east, Hardeman and Fayette to the south, and Tipton and Lauderdale Counties to the west. The major east-west transcontinental Interstate 40 connects Haywood County regionally to metropolitan areas such as Memphis and Jackson. TN Route 1, now cosigned with US Route 70, served as the state's 'first road' connecting Memphis to Bristol. Along with the CSX railroad (née Louisville & Nashville; Memphis & Ohio Railroad), this route provides a critical link for commerce and the connection by which Haywood County residents have impacted the region and world. US Route 70 runs through Stanton, Brownsville, Union and continues through Tennessee connecting Arizona to the coast in North Carolina. Likewise, US Route 79 connects Texas to Kentucky, running through Stanton and Brownsville.

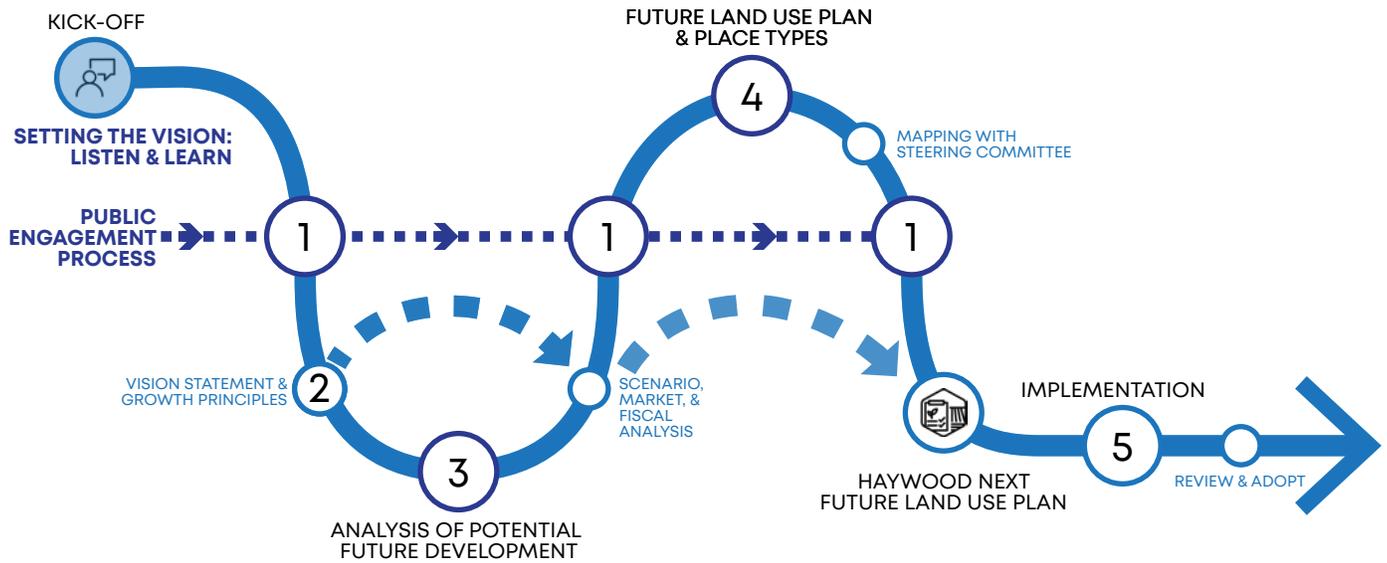
The 2020 Census reported 17,864 people residing in Haywood County with a total of 7,181 households and 4,727 families. Historically, the primary economic driver for the county has been agriculture, with cotton and soybean crops as the leading exports. Today Brownsville serves as home to several industrial operations focused on manufacturing and logistics. As mechanization has increased in agriculture, Haywood County has experienced a steady decrease in its population for most of the 21st century.

In September of 2021, Ford Motor Company announced an investment of \$5.6 billion to build a 3,600 acre campus, otherwise known as Blue Oval City, on the Memphis Regional Megasite, a little over a mile from the Town of Stanton in Haywood County. This announcement has already led to major changes throughout the region, with more to come, as new development seeks to respond to and support the incoming jobs at Blue Oval City and associated industries. Over the next five, ten, and twenty years the landscape and pace of change in Haywood County is expected to rapidly evolve as the number and variety of industries, amenities, services, and households all experience growth. The Haywood Next Future Land Use Plan was initiated by the Industrial Development Board of the City of Brownsville and Haywood County Tennessee, the City of Brownsville, the Town of Stanton, and Haywood County to help inform future growth and change. The Future Land Use planning process depended upon resident and community feedback and input throughout every step, and a Steering Committee of community members was assembled to guide, further inform and advocate for the Future Land Use Plan.

Throughout the Future Land Use planning process, many residents had the opportunity to share some of their favorite things about Haywood County. Events such as Exit 56 Blues Fest, Boss Hogg Day, and Hatchie Fall Festival at the Square capture the rich relationships and experiences that help define the community. There is a "small-town feel" that encompasses the entire county, bolstered by yearly festivals, local churches, active community centers, and residents' love for the land that surrounds them. Haywood County residents spoke proudly of Tina Turner and the Delta Heritage Center, as well as Billy Tripp's Mindfield in downtown Brownsville. 'Authentic,' 'peaceful,' and 'serene' were words that community members used time and again to describe Haywood County. These and other vision-setting terms helped form the Vision and Growth Principles for the Haywood Next Future Land Use Plan.



Planning Process



The Future Land Use planning process is a collaborative approach to guide future development within Haywood County. The process includes analyzing existing conditions, engaging the community to set the Vision and Growth Principles, defining the Future Land Use Plan and setting next steps for implementation. The process consists of the following key stages:

- 1 Set the Foundation**

Understand past and ongoing planning efforts, recognize the needs for updating the Future Land Use Plan, and begin an open conversation with the Steering Committee, residents, and community leaders about goals and the process.
- 2 Vision, Objectives, & Growth Principles**

Define a shared vision and growth principles through community engagement, including Stakeholder Visioning Sessions, Public Open Houses, and Community Surveys.

- 3 Analysis of Potential Future Development**

Delve into market and fiscal analysis for multiple alternate land use scenarios and complete an analysis of areas most suitable for development based on feedback received throughout public engagement.
- 4 Future Land Use Plan & Place Types**

Establish the Future Land Use Plan map and strategies based on the community’s Vision and Growth Principles, Market Analysis, and the Alternate Land Use Scenario Fiscal Impact Analyses.
- 5 Implementation**

Provide a path for implementation of the Future Land Use Plan through identification of next steps, setting priorities, and understanding how to measure the performance of the plan over time.

Public Outreach and Engagement

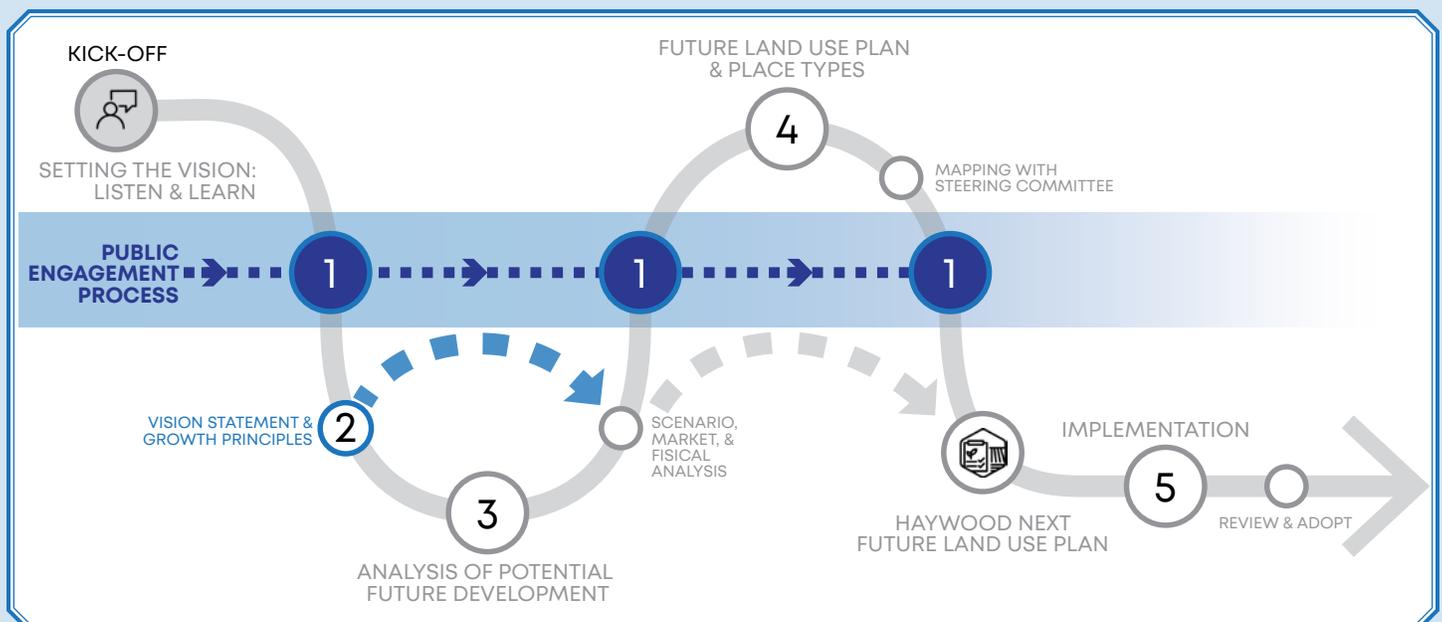
Summary

The Haywood Next Future Land Use Plan garners its strength from a foundation built on community input and direction. Therefore the Future Land Use planning process begins and ends with the citizens of Haywood County. Beginning with Steering Committee meetings in March 2023, a series of public engagement opportunities followed over the summer to establish the community’s Vision and Growth Principles for the Future Land Use Plan. More than one thousand participants responded to either the community survey or participated in one of the in-person engagement opportunities, including Steering Committee Meetings, Stakeholder Visioning Sessions, and Public Open Houses. While participants represented the diversity in backgrounds, incomes, and ages found across Haywood County, input and conversations focused on similar and shared themes, concerns, and aspirations. A summary of public engagement opportunities and community feedback is outlined in this chapter.

With the goal of maximizing the ability of residents to join the conversation, Haywood Next:

- Hosted in-person community engagement
- Shared an online survey to gather detailed opinions and preferences
- Established a project website
- Utilized local and social media outlets, including newspaper and radio
- Conducted individual telephone interviews
- Requested and empowered local residents and stakeholders to lead outreach efforts
- Promoted participation and feedback at local community events including Exit 56 Blues Fest, Juneteenth Celebration, and National Night Out

The project website was hosted on the local government site to encourage residents use and familiarity as the first stop and trusted source of community information. The site included the project schedule, important locations, agendas, video recordings of meetings, consultant research, presentations, summaries, raw data analysis, and a project library. As not all residents had ready access to a personal electronic device, individual touch pads were provided at events and meetings to access surveys.



Public Outreach and Engagement

Stakeholder Visioning Sessions

A series of Stakeholder Visioning and Public Engagement Sessions, led by Steering Committee volunteers, were held at Douglass Community Center and Woodlawn Missionary Baptist Church on May 1st and May 4th, respectively. The primary goal was to identify needs, preferences, and opportunities related to land use and establish a shared vision for enhancing the quality of life in Haywood County. When considered along with public feedback received in prior community visioning efforts in Brownsville, Stanton, and Haywood County over the prior year, common themes, aims, and risks became evident. Overall, the participants spoke of the importance of investing in their existing communities to create places where they could live, work, learn, and relax while preserving the small-town feel and unique identity that makes Haywood County safe and attractive.

Stakeholder Feedback Summary

The participants expressed their appreciation for Haywood County's:

- Small-town feel that contributes to a sense of community
- Natural beauty of the Hatchie Wildlife Refuge and surrounding farmland
- Brownsville's Court Square, Webb Banks Park, and O'Neal Lake
- Local events and festivals including Exit 56 Blues Fest, Boss Hogg Day, and more
- Tomcat Pride

Regarding the topic of where development should occur, the participants favored:

- Prioritizing development in existing communities
- Seeking development that strengthens the integrity of Brownsville's Court Square
- Focusing investment in Stanton's Depot Square
- Expressing a strong opposition to development that would erode the quality, character, and viability of the county's rural and agricultural areas

The participants also expressed the need for a variety of community resources including, but not limited to:

- Multi-purpose civic & gathering spaces
- Additional housing types and prices
- Additional retail and restaurants
- Expanded recreational opportunities
- Access to medical and educational services and resources

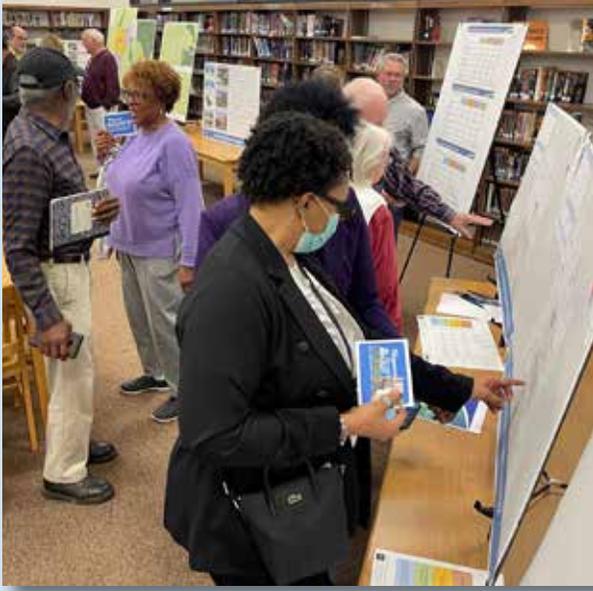
The Stakeholder Groups shared similar observations and a vision for the topics above. Each Stakeholder Group also expressed comments for specific interests, including:

- Youth / Education / Recreation Group: Dedicated and varied space for recreation, education, professional training, and socializing
- General Welfare Group: Maintaining affordability for new and current residents
- Municipal & Utility Group: Access to quality healthcare, safety, and municipal services
- Geographic Interest Group: Tools and approaches to support property owners' right to benefit from accrued value, while enabling the community to better achieve their Vision and Growth Principles



Public Outreach and Engagement

“ I appreciate the opportunity to let my voice be heard. ”



Steering Committee Members were facilitators for Stakeholder Visioning Sessions, using a guide developed by LRK.



Architects | Designers | Planners
50 South B. B. King Blvd.
Suite 600
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Stakeholder and Public Open House - Training Guide

April 18, 2023

RE: A Guide to Facilitate Stakeholder Meetings & Open House Breakout Discussion

PURPOSE OF THE GUIDE

The stakeholder meetings and open house breakout discussions are a key opportunity for community residents to share their ideas and concerns about the Future Land Use Plan. The purpose of this guide is to provide facilitators with the necessary knowledge, tools, and techniques to effectively organize and conduct stakeholder meetings and breakout discussions related to future land use planning. Throughout the discussions, we encourage you to use the language you are comfortable employing. LRK team members will be on hand, actively participating and available to assist.

GOAL OF THE MEETINGS

The primary objective is to identify needs, preferences, and opportunities related to land use, as well as to establish a shared vision for enhancing the quality of life. It is crucial to ensure that facilitators understand the objectives of the stakeholder meetings and the open house breakout discussions. Therefore, the questions posed during the meeting should be focused on achieving these goals.

YOU WILL BE LEADING FOUR PARTS OF DISCUSSION

- Part 1: An ice breaker to get everyone comfortable with the environment.
- Part 2: A brief exploration of what is currently missing and what we want to see in the future.
- Part 3: A deeper dive into where investment should occur in the community.
- Part 4: A discussion with questions tailored to specific groups.

Volunteers for each session will be provided questions and prompts for their group prior to the Stakeholder Meetings.

DESCRIPTION OF EACH COMPONENT

- Ice Breaker** The ice breaker is to initiate conversation, create a more relaxed atmosphere, and help participants feel more comfortable in a group setting.
- Question** The question is intended to inquire about the central idea or concept.
- Helpful Hint** The helpful hint under each question is to provide guidance on how to effectively frame, ask, and facilitate the discussion of that specific question.
- Prompts** Prompts serve as alternative ways to rephrase the question for those who may not initially understand it. It's not required to use all prompts; instead, ask as many as needed to help participants grasp the primary question effectively.



Images from the Stakeholder Visioning Sessions hosted in May 2024

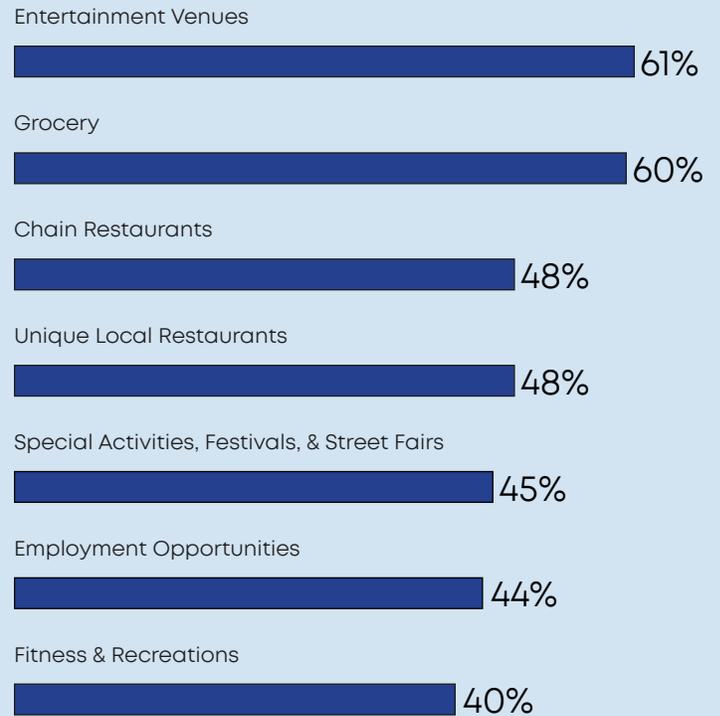
Public Outreach and Engagement

Community Survey

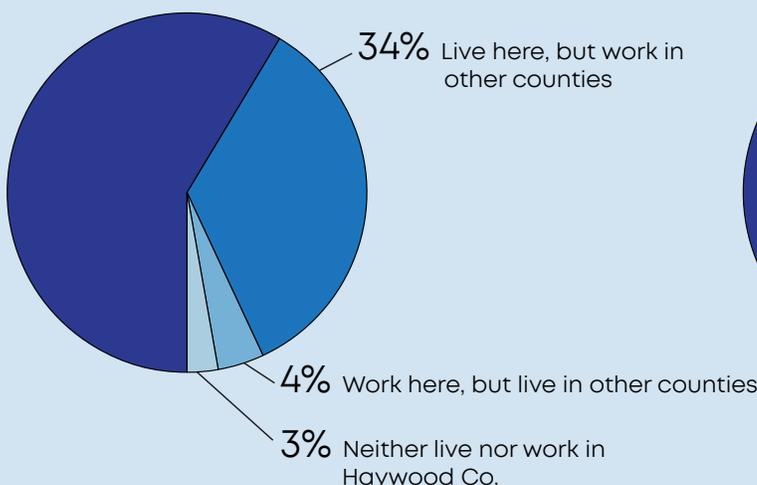
Community input is integral to public planning projects at all scales and via multiple formats as a means to better engage with as many residents as possible. In addition to the in-person community engagement, an online survey was utilized to gather public opinions. The responses provided helped inform the Market Analysis, and the Vision, and Growth Principles. The survey, *Haywood Next: Future Land Use Plan*, remained active from late April to September in 2023, and was made available to those without online access through hard copy surveys and by providing touch pads at public meetings and events. The survey reached almost 600 participants, capturing voices from across the community and broadening the foundation of public input for the planning process.

The survey covered a wide variety of land use related topics ranging from day-to-day quality of life issues to specific topics such as preservation, conservation, and mobility improvements. Below are some highlighted responses. For a comprehensive view of the survey results, please refer to Appendix C for the detailed findings.

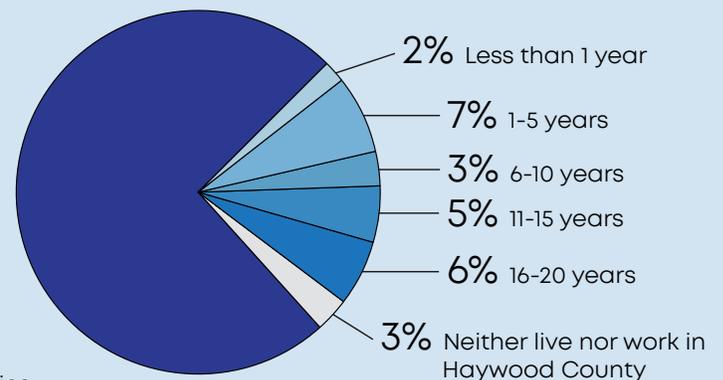
Top activities and features that survey participants would like to see in Haywood County



58% of survey participants both live and work in Haywood County



74% of survey participants have lived or worked in Haywood County for more than 20 years

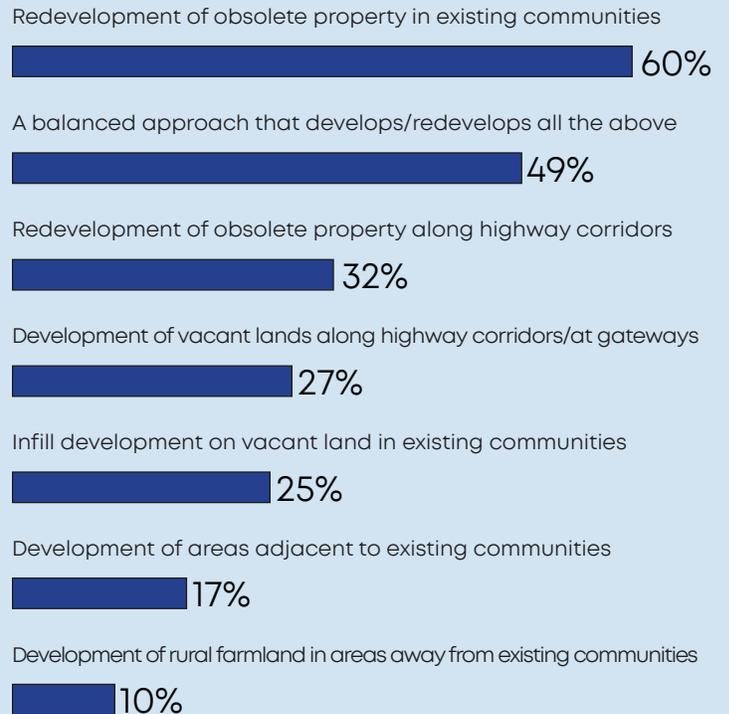


Public Outreach and Engagement

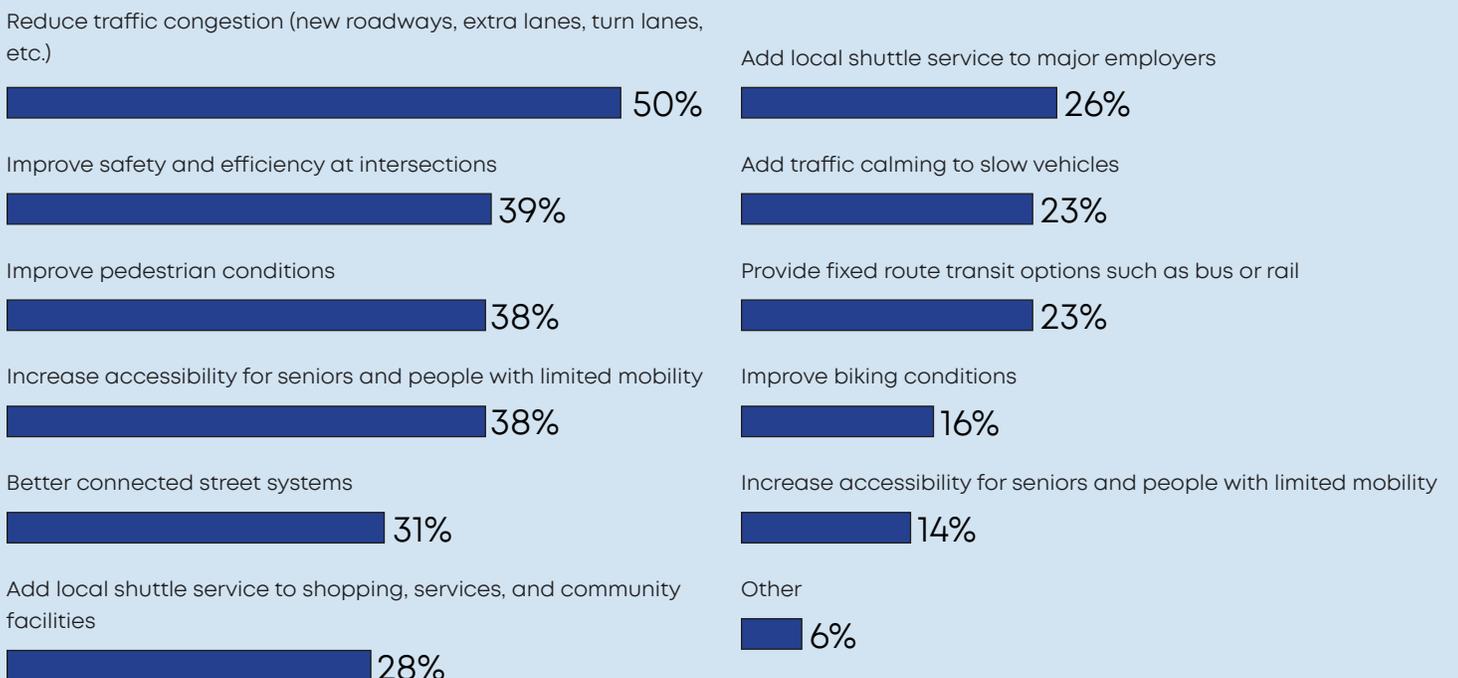
Top activities and features that survey participants would like to see within a 15 minute walk from your home



Locations in which the survey participants would most prefer development / redevelopment across Haywood County



As growth occurs in Haywood County, which of the following would you like to see to make it easier for you to get to your destinations?



Public Outreach and Engagement

Public Open House - June 2023

Following a series of Stakeholder Visioning Sessions, facilitated with help from the Steering Committee, an evening Open House was held in the Haywood High School Library on June 6, 2023. The Open House presented an overview of the process, a summary of the feedback provided during the earlier Stakeholder Visioning Sessions, and a visual summary of the market analysis findings. Due to the similar interests expressed during the Stakeholder Visioning Sessions, and the desire for a shared vision for Haywood County, participants in the public Open House were asked to provide feedback on the initial Vision and Growth Principles for the Future Land Use Plan.

The feedback from each session was anchored by four major themes including Variety & Choice, Community, Preserve, and Enhance. A summary of each of the themes was presented by the LRK team and concluded with an open discussion with the audience. The four major themes included the following:

Variety & Choices:

- Housing types and prices
- Additional retail & restaurant options
- Parks and open spaces

Community:

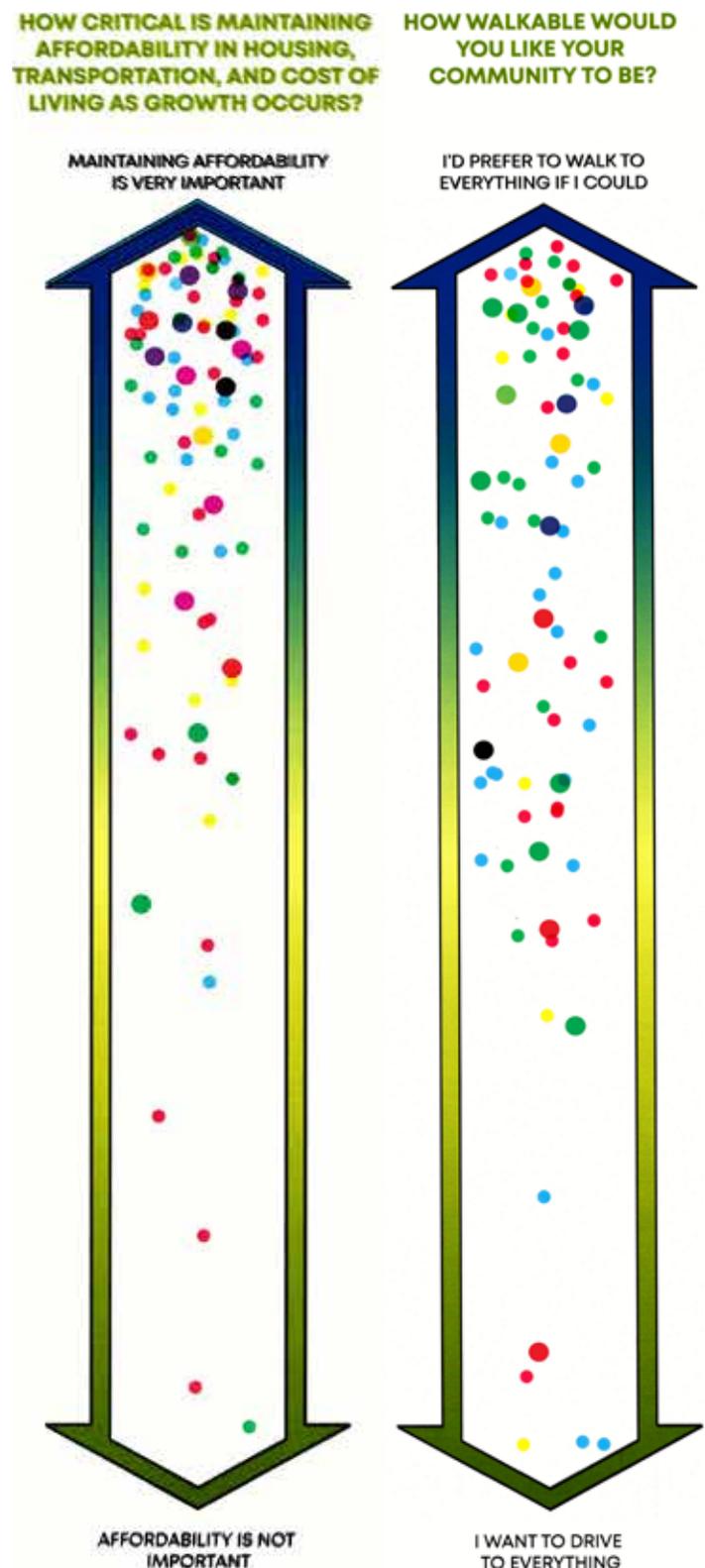
- Events to attend
- Opportunities to meet new people
- Tomcat Pride

Preserve:

- Sense of Community
- Rural agricultural heritage
- Access to and enjoyment of the outdoors
- Historic assets

Enhance:

- Agricultural Landscape
- Quality of Life
- Ease of travel
- Resiliency



Community members shared their preference on a series of questions in addition to the survey. Refer to Appendix C.

Public Outreach and Engagement



Community members attended a presentation and provided their feedback related to Future Land Use in Haywood County

Public Outreach and Engagement

Public Open House - February 2024

An evening Open House was held in the Haywood High School Library on February 26, 2024 for community input and feedback pertaining to the draft Future Land Use Plan. Approximately 200 community members attended the open house, and many addressed the project team with questions regarding specific properties and land use questions after the initial presentation. Participants had the opportunity to review the Vision and Growth Principles, Market Analysis, Alternate Land Use Scenarios, Fiscal Impact Analysis, and the draft Future Land Use Plan. A station with an interactive GIS map was available for residents to view individual properties and ask place type related questions.

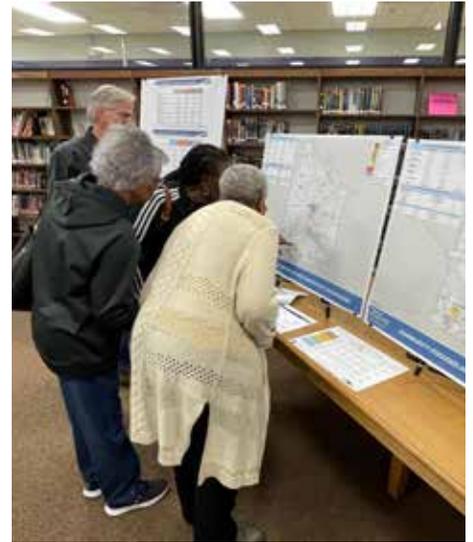
Many residents expressed continued concern about the impact of new development on property taxes, property values, and land sales. Public feedback was generally upbeat and continued to benefit from the same passion and dedication observed throughout the process. Some residents had questions pertaining to how

the plan may inform future development and land values. Additional conversations included how the plan may be used by the community as a tool to help inform future decisions and investments in infrastructure and public facilities. Many residents asked questions and expressed interest regarding the next critical steps including how the plan will be implemented so as to best achieve the fundamental Vision and Growth Principles.



Community members attended a brief presentation that provided an overview of the Future Land Use planning process

Public Outreach and Engagement



Community members reviewed the Fiscal Impact Analysis, Alternate Land Use Scenarios, and a draft of the Future Land Use Plan





CHAPTER

2

Vision, Objectives & Growth Principles

Vision and Growth Principles

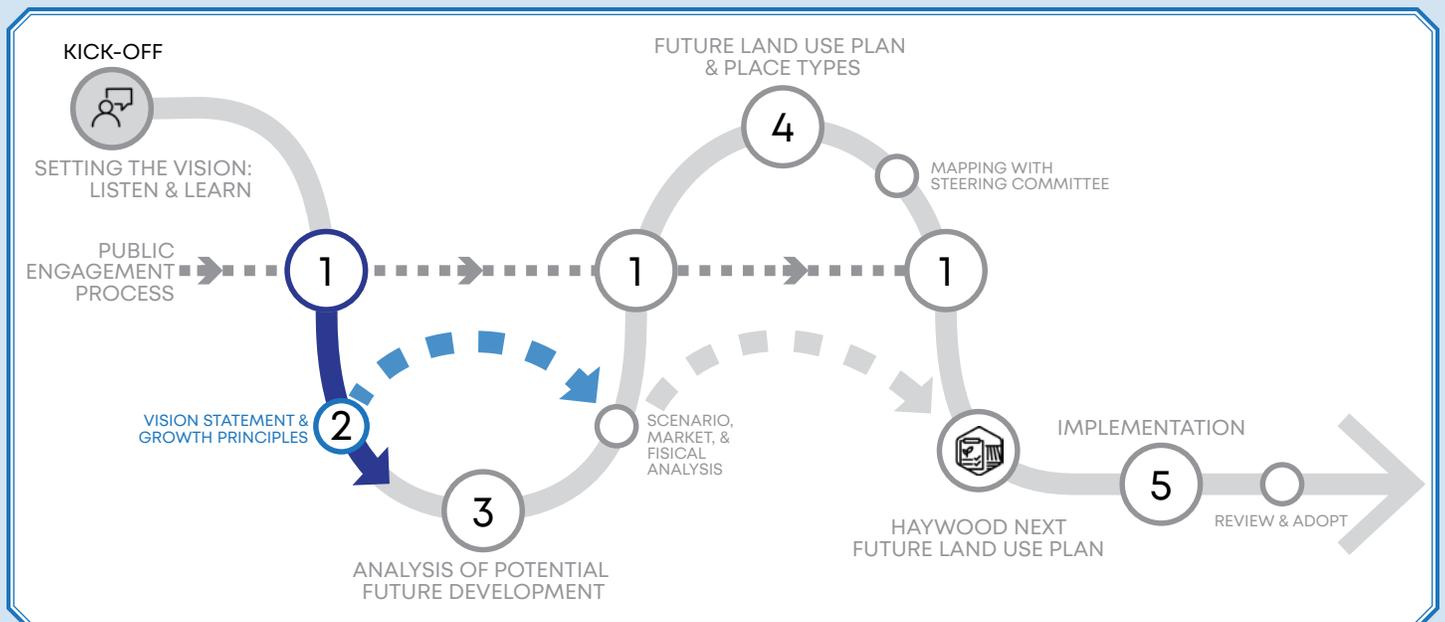
Summary

Community feedback is of utmost importance in the Future Land Use planning process because it is the community’s values and input that shape the Vision and Growth Principles. These in turn, form the foundation of the Future Land Use Plan. Every public engagement event from the Steering Committee meetings, Stakeholder Visioning sessions, to the Public Open Houses provided input that was distilled into the Vision and Growth Principles. The Vision and Growth Principles inform the Place Type designations, development patterns, and the Future Land Use Plan mapping process. The Vision and Growth Principles serve as a tool and benchmark by which decisions and requests are considered for years to come, including potential revisions to the Future Land Use Plan.

The Vision and Growth Principles were adopted by the Steering Committee on June 20, 2024.



Community members provide their feedback at the June 6th Public Open House



Vision and Growth Principles

VISION

To ensure that Haywood County respects, preserves, and enhances its values, diversity, history, quality of life, and character as the community grows.

GROWTH PRINCIPLES

1

Growth Principle #1 Grow & Protect

Accommodate growth and change while ensuring the scale and nature of investment does not erode or degrade the rural character, iconic landscapes, productive farmland, environmentally sensitive areas that should be protected for future generations.

2

Growth Principle #2 Guide & Focus

Guide growth and focus investment to occur in and around existing communities, thereby preserving the County's rural character, agricultural lands, and natural environment.

3

Growth Principle #3 Invest in Existing

Encourage improvement, revitalization, and beautification of existing communities, corridors, and gateways including the maintenance and reuse of existing structures.

4

Growth Principle #4 Accessibility to Facilities

Locate public and private facilities in existing communities or designated growth areas to be more accessible to citizens and complementary to the surrounding area.

5

Growth Principle #5 High-Quality & Inclusive

Promote high-quality places that enhance small town charm, provide inclusive public space, foster personal growth, and support small businesses.

6

Growth Principle #6 Maintaining Attainability

Provide a wider variety of housing types and range of development forms with an emphasis on maintaining attainability and promoting inclusion for people of all lifestyles, ages, and economic means.

7

Growth Principle #7 Improve Connectivity

Improve the connectivity of communities and increase options for walking, biking, and transit.

Growth Principles

Grow & Protect

Accommodate growth and change while ensuring the scale and nature of investment does not erode or degrade the rural character, iconic landscapes, productive farmland, environmentally sensitive areas that should be protected for future generations.

The community shared a cautious optimism for new investment in Haywood County and expressed a desire for thoughtful development that acknowledges and builds upon the community's values. Many public survey participants have lived in Haywood County for over twenty years and appreciate the rural character, farmland, and community events that make the county feel like home. These community members want to see new development and investments in and around existing assets in Haywood County in a way that protects the natural resources, events, and small-town feel that is valued in the community today.



Guide & Focus

Guide growth and focus investment to occur in and around existing communities, thereby preserving the County's rural character, agricultural lands, and natural environment.

Community engagement participants indicated a desire to Guide & Focus growth into town centers, existing municipalities, and around rural four-ways, in order to build upon existing assets within the community. The City of Brownsville, the Town of Stanton, Nutbush, Dancyville, Douglass, and Union were all mentioned at many public engagement sessions throughout the Future Land Use planning process as desired centers for investment and growth. Focusing investment in these locations allows new development to tap into existing assets and build upon the history of Haywood County's communities to the benefit of all residents.



Growth Principles

Invest in Existing

Encourage improvement, revitalization, and beautification of existing communities, corridors, and gateways including the maintenance and reuse of existing structures.



Community members expressed a strong desire to invest in the existing assets, communities, and places of Haywood County. Many residents noted the Square in Brownsville, where revitalization and investment has recently occurred, as one of their favorite spots in the county. A continued vision for investing in existing resources lends itself to growth in and around the historic centers of the City of Brownsville and the Town of Stanton, where underutilized structures, vacant space, and a range of lots and tracts exist. Focusing investment in these areas will further transform the community into an even more vibrant place to work, play, and live.

Accessibility to Facilities

Locate public and private facilities in existing communities or designated growth areas to be more accessible to citizens and complementary to the surrounding area.



During the public engagement process, community members repeatedly emphasized the need for accessibility to facilities for medical, educational, recreational, and basic everyday needs throughout the county. Haywood County can improve accessibility to facilities by guiding growth and investment to existing communities and rural four ways where various services are currently provided, may be more easily enhanced, or affordably expanded. Thoughtful expansion and improvement to local and regional transportation infrastructure that considers scale, placemaking, and mobility contributes to access and an improved quality of life.

Growth Principles

High-Quality & Inclusive

Promote high-quality places that enhance small town charm, provide inclusive public space, foster personal growth, and support small businesses.

Residents consistently expressed a desire for high-quality spaces, services, and amenities that would serve the diverse mix of community members already living in the county and attract new families to partake in and contribute to Haywood County. Community members recognized the importance of providing services and space for personal growth and learning opportunities as they discussed retaining and drawing younger generations to Haywood County. Building high-quality spaces that incorporate new and creative approaches while enhancing the qualities that residents value most can encourage growth and support select investment within the community for generations to come.



Maintaining Attainability

Provide a wider variety of housing types and range of development forms with an emphasis on maintaining attainability and promoting inclusion for people of all lifestyles, ages, and economic means.

Throughout the public engagement process, residents emphasized the importance of an inclusive and attainable community that would be a welcoming place for new residents while remaining an affordable location for those already living in Haywood County. Providing a range of housing types in a variety of scales, sizes and price points that is sensitive to context and community infrastructure capacity lays the foundation for an attainable community.



Growth Principles

Improve Connectivity

Improve the connectivity of communities and increase options for walking, biking, and transit.



Many residents expressed an interest in expanding transit options and increasing both the walkability and bikeability of their existing communities. Improved connectivity includes roadway maintenance, intersection improvements, and establishing roadway standards that maintain the community's values while providing safe and efficient connections. Neighborhood designs with an interconnected street and sidewalk grid encourage walkability and help residents form a stronger sense of community. Multi-modal green connections should be considered to improve walkability and connect residents to parks, trails, and the beautiful natural areas within Haywood County.



The A,B,C's of Great Planning

In conjunction with the Vision and Growth Principles, several planning objectives were frequently discussed during the public engagement process. While the Growth Principles speak to these three objectives, they should stand apart from the Future Land Use Plan since they have implications that can be applied to a broad range of planning efforts including zoning amendments, design guidelines, and public engagement.

One objective that was addressed at every public open house was the need for enhanced public notice and community participation. There is a strong desire by residents to know and understand what is happening in their community that should be acknowledged and upheld as planning efforts continue in Haywood County.

A

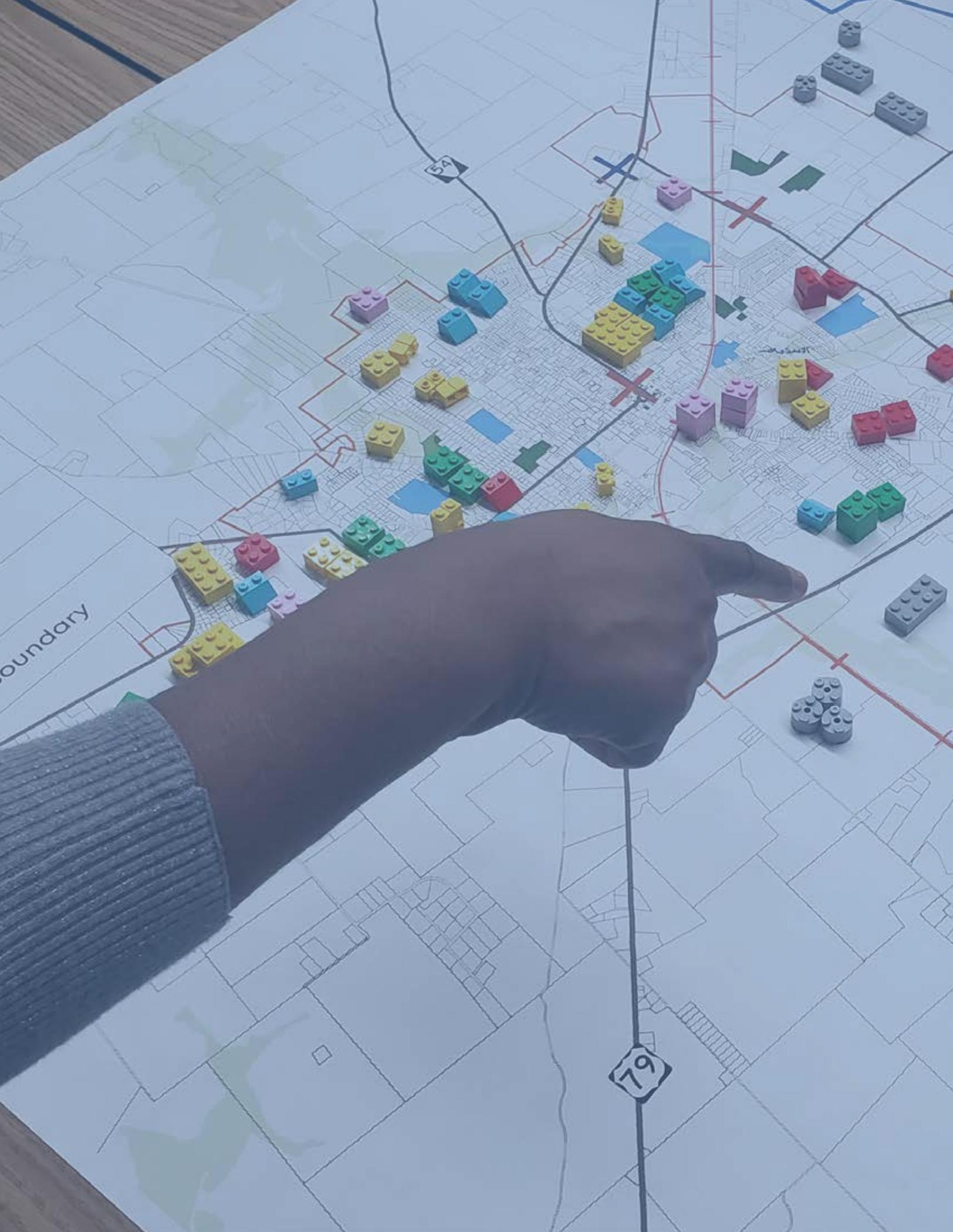
Incorporate community participation into all stages of the planning process including requiring developers to engage and inform citizens prior to or during the early stages of the development review process.

B

Develop an achievable growth strategy that is impactful to the lives of both current and future citizens of Haywood County.

C

Adopt zoning amendments and Development and Design Guidelines, and other planning tools, as necessary to implement the growth strategies for Haywood County.



boundary

54

79



CHAPTER

3

Analysis of Potential Future Development

Overview of Analysis

Public engagement feedback, one-on-one interviews with community members, and survey responses contributed valuable local knowledge to The Chesapeake Group, who provided an estimate for likely near-term development potential in Haywood County, the City of Brownsville, and the Town of Stanton. The Chesapeake Group’s Market Analysis summarized potential future development over the next 20 years based on existing conditions, zoning/land development regulations, infrastructure and community facilities capacity, and current and projected market trends. Given the potential scale of significant change that is likely to occur in the future, understanding what may occur beyond the 10 year horizon of the Future Land Use Plan was deemed important. Infographics meant to better communicate the scale and pace of change regarding land consumption over the next twenty years were shared with the public and are included throughout this chapter.

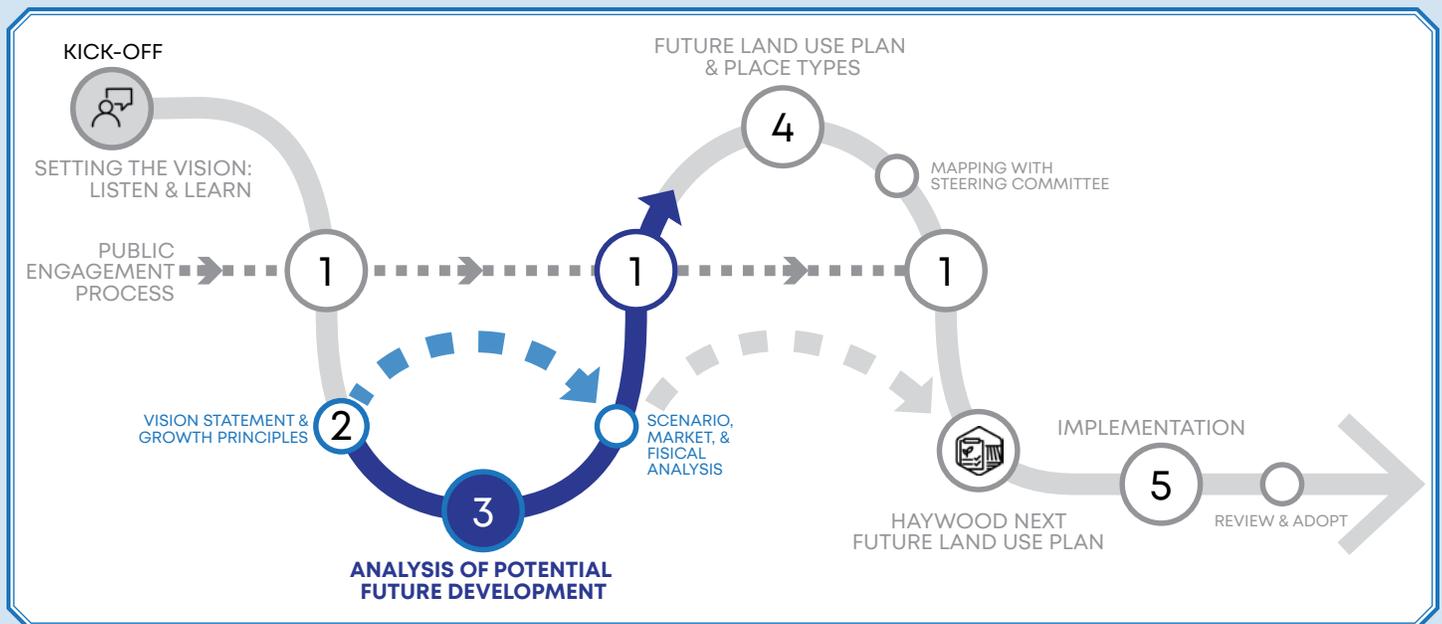
This analysis, in conjunction with current and projected market trends, existing rural residential development patterns, public engagement input, and the established Vision and Growth Principles, was utilized to determine “Areas Most Suitable for Development” and the potential patterns that investment and development may follow. Four Alternate Land Use Scenarios were developed that reflected a variety of development patterns.

The Alternate Land Use Scenarios are as follows:

- Business as Usual
- Minimally Guided Dispersed Development
- Community Focus and Clustered Countryside
- Community Concentration and Countryside Conservation

The scenarios split development into two overarching categories, “Community” defined as within or adjacent to municipal boundaries, and “Countryside.” These scenarios were presented to the Steering Committee and provided to TischlerBise, for further study and analysis.

TischlerBise provided a Fiscal Impact Analysis that incorporated findings regarding existing fiscal capacity, community needs, and outlined the revenues and expenditures associated with each scenario. This analysis indicated more fiscally responsible patterns of development and along with the Vision and Growth Principles and Market Analysis helped inform the Steering Committee as they undertook a Mapping Work session in January 2024. The mapping work session allowed committee members to place residential, commercial, and industrial units across the county, within the City of Brownsville and the Town of Stanton, and provided a first-hand understanding of how different patterns of development impact county-wide resources.



Market Analysis

Following a series of interviews and the summation of the community survey responses, the Market Analysis examined a variety of topics including Residential, Commercial, Industrial, Agriculture, and the Potential Ancillary Multiplier, otherwise referred to as “But For”. These findings from **The Chesapeake Group** are based on current market trends. Known for its historic agricultural base, Haywood County contains more than 200,000 acres of land zoned for agriculture. Primary crops include cotton, and soybeans with cattle as the largest production of livestock in the county. The agricultural land use forecast notes that the per acre sale price has risen substantially since the announcement of Blue Oval City, which many see and precedent indicates as threatening continued agrarian land use.

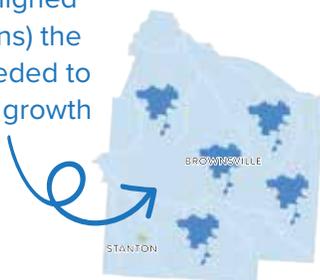
The Market Analysis indicates that Blue Oval will stimulate ancillary-related activity described as the “but for” multiplier. Residential demand over the next twenty years is anticipated to generate 2,695 new residential units; however, once the “But For” multiplier is applied, new residential

growth surges to 6,713 new residential units. This substantial household growth will result in significant new supportable commercial demand. When including the Blue Oval “But For” multiplier, additional ancillary-related commercial activity stimulates the generation of 1,290,000 square feet of new supportable commercial space over the next twenty years primarily in nine major categories of retail goods and services.

While the residential growth is likely to have the most significant transformational impact on land use, industrial development will likely have the most significant economic impact. There is the potential for up to an additional 3 million square feet of industrial space to be constructed within Haywood County. Some of the potential industrial space may be linked to Blue Oval City, further impacting the land use in the area surrounding the plant, but other industrial opportunities exist throughout the County.

A comparison of land consumption over the next 20 years, based on lot size

If every expected home within the **next 20 years** is built on **5 acres each** (aligned with historic patterns) the amount of land needed to accommodate this growth would be equal to **33,565 acres - an area roughly the size of five Brownsvilles**



based on lot size

Homes built on 1 acre each will consume **6,713 acres - an area slightly larger than the size of Brownsville today**



Homes built on 0.15 acre lots, or at **8 homes per acre**, will use **839 acres - an area roughly the size of the northeast corner of Brownsville**



Building **15 homes per acre** will use **447 acres - an area about equal to one-and-a-half Stantons**



Market Analysis

Housing Growth

Based on historical patterns and trends, housing growth has the greatest potential to impact future land use. Blue Oval and associated industrial activity will affect on a county-wide scale a substantial change in housing demand in Haywood County over the next 20 years. Currently, housing vacancy rates are low in Haywood County, therefore potential incoming residents will increase the demand for new housing. This demand will likely occur as “latent demand” or “pent-up demand”, meaning housing supply may not keep pace with new population and household growth until five, ten, or twenty years into the future.

With market conditions generating demand for 6,713 additional housing units over the next twenty years, it is anticipated that there will be increasing development pressure within existing communities as well as the rural countryside. Based on current economic and housing market conditions, the market will demand and support a mix of housing types. About one-third of new

housing units will have the equivalency of three bedrooms, one of which might be used as an office or den area; about twenty percent will either be studio or one-bedroom units likely oriented toward one- or two-person households; sixty percent of the owner-occupied units will be three bedrooms or larger; and at least three in ten units will have at least three bedrooms or the equivalent.

The following is a breakdown of housing units by size:



6,713 Units total in Housing
(over the next 20 years)



270 Units with 1 Bedroom



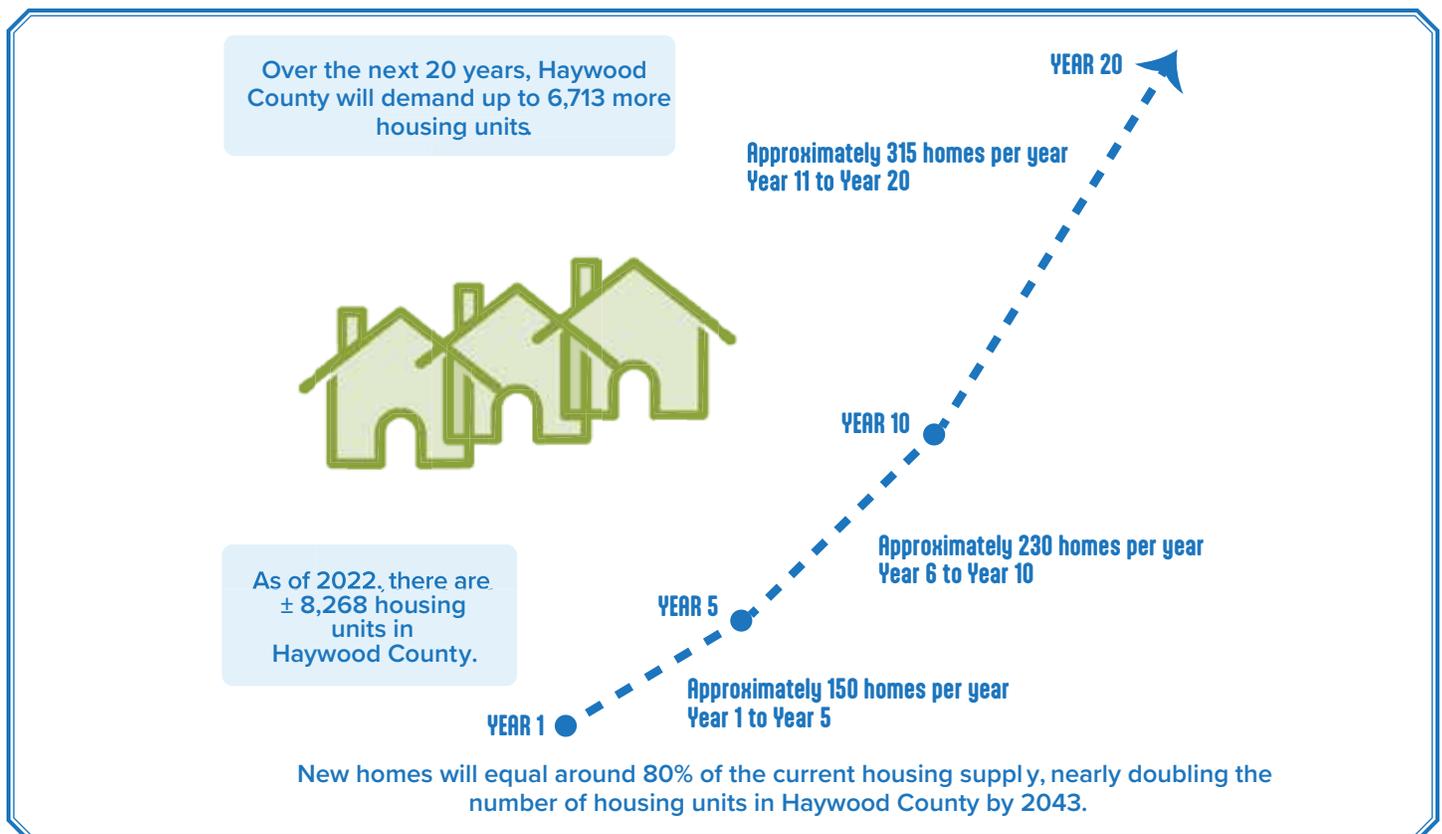
1,879 Units with 2 Bedrooms / 1+ Den



3,356 Units with 3 Bedrooms / 2+ Den



1,208 Units with 4 Bedrooms or More



Market Analysis

Commercial Growth

The number of households and housing units will expand significantly in the next five, ten, and twenty years, and will support nearly 1.3 million square feet of new commercial space throughout Haywood County, in addition to supporting existing businesses. It is anticipated that retail development will occur within existing communities, as well as follow new residential development that occurs in the rural countryside.

Based on responses from the community survey, the majority of households spend most of their income on three commodities: housing, transportation, and food. Food is usually purchased at an operation selling groceries or at a food service establishment, such as restaurants and fast food operations. Survey respondents preferred national and regional chain restaurants when dining out.

The following is a breakdown of anticipated retail square footage by type:



1,290,000 SQ. FT. Total in Retail
(over the next 20 years)



333,000 SQ. FT. in Food and Drink



166,000 SQ. FT. in General Merchandise



40,000 SQ. FT. in Furniture



155,000 SQ. FT. in Transportation



94,000 SQ. FT. in Drugstore



87,000 SQ. FT. in Apparel



102,000 SQ. FT. in Hardware



132,000 SQ. FT. in Vehicle Service



181,000 SQ. FT. in Miscellaneous

Industrial Growth

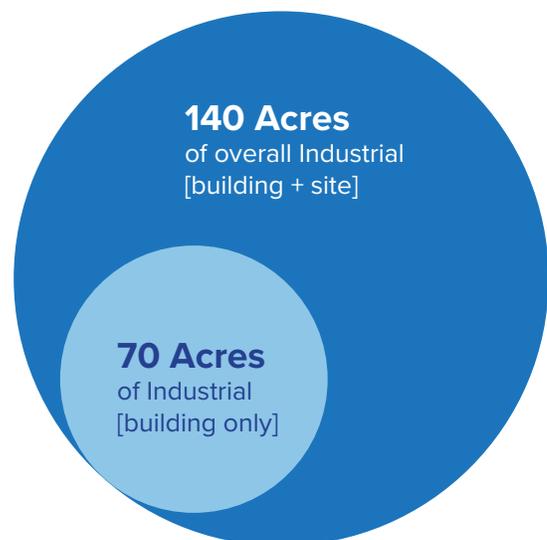
A potential for more than three million additional square of industrial space is estimated over the next twenty years, excluding the activity on site at Blue Oval City, and assuming transportation, communications, and other existing infrastructure networks can accommodate the growth. Some space will be linked to the vehicle assembly and battery plants, but other opportunities exist.

Skilled employees whether current residents or relocating to Haywood County will find potential opportunities in the following industrial sectors and more:

- Drone production and assembly for military and civilian purposes.
- Other advanced battery production for non-Ford vehicles.
- Warehousing and logistics operations.
- Opportunistic housing construction.



3,000,000 SQ. FT. or **70** Acres
Total in Industrial *(over the next 20 years)*



Preferred Areas for Development Mapping Study

An initial mapping study was completed to identify areas most suitable and likely for potential future development based on community input at the Stakeholder Listening sessions, the public open house, and results from the community survey. The “Areas Potentially Suitable for Development” map includes the following:

Existing Communities

- Areas located and zoned within municipal boundaries
- Locations of existing public amenities and service providers
- Historic, culturally significant and/or locally significant community, locale, or place of reference

Infrastructure Capacity

- Proximity to existing infrastructure - Where capacity exists, is planned or may be more easily provided
- Locations where new or extended infrastructure is planned or may be more easily provided
- Transportation corridors

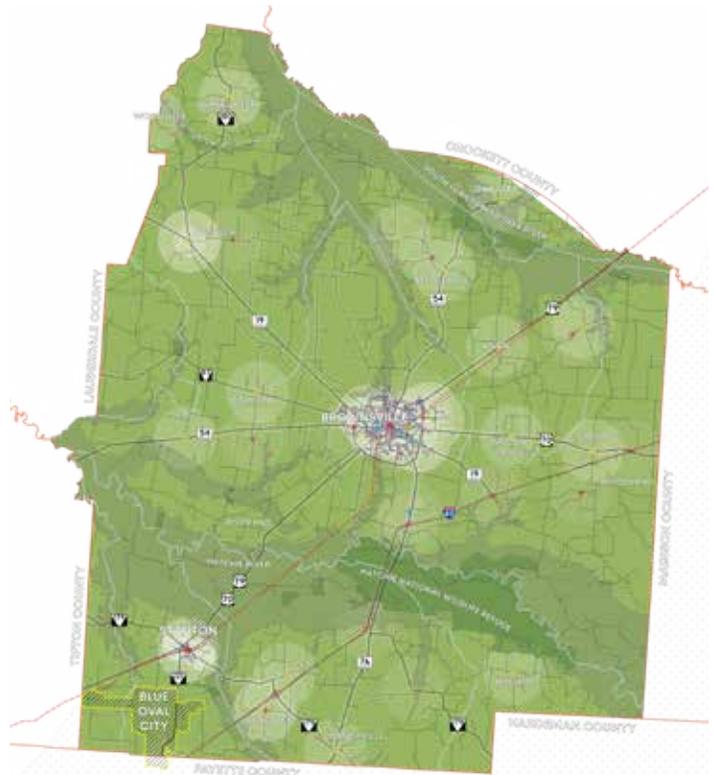
Environmental Constraints

- Floodplains and floodways
- Streams and rivers
- Bodies of water
- Wetlands
- Aquifer recharge zone(s)
- Highly productive agricultural areas
- High quality soils
- Dedicated wildlife and nature preserves
- Other environmentally sensitive features of local or regional importance

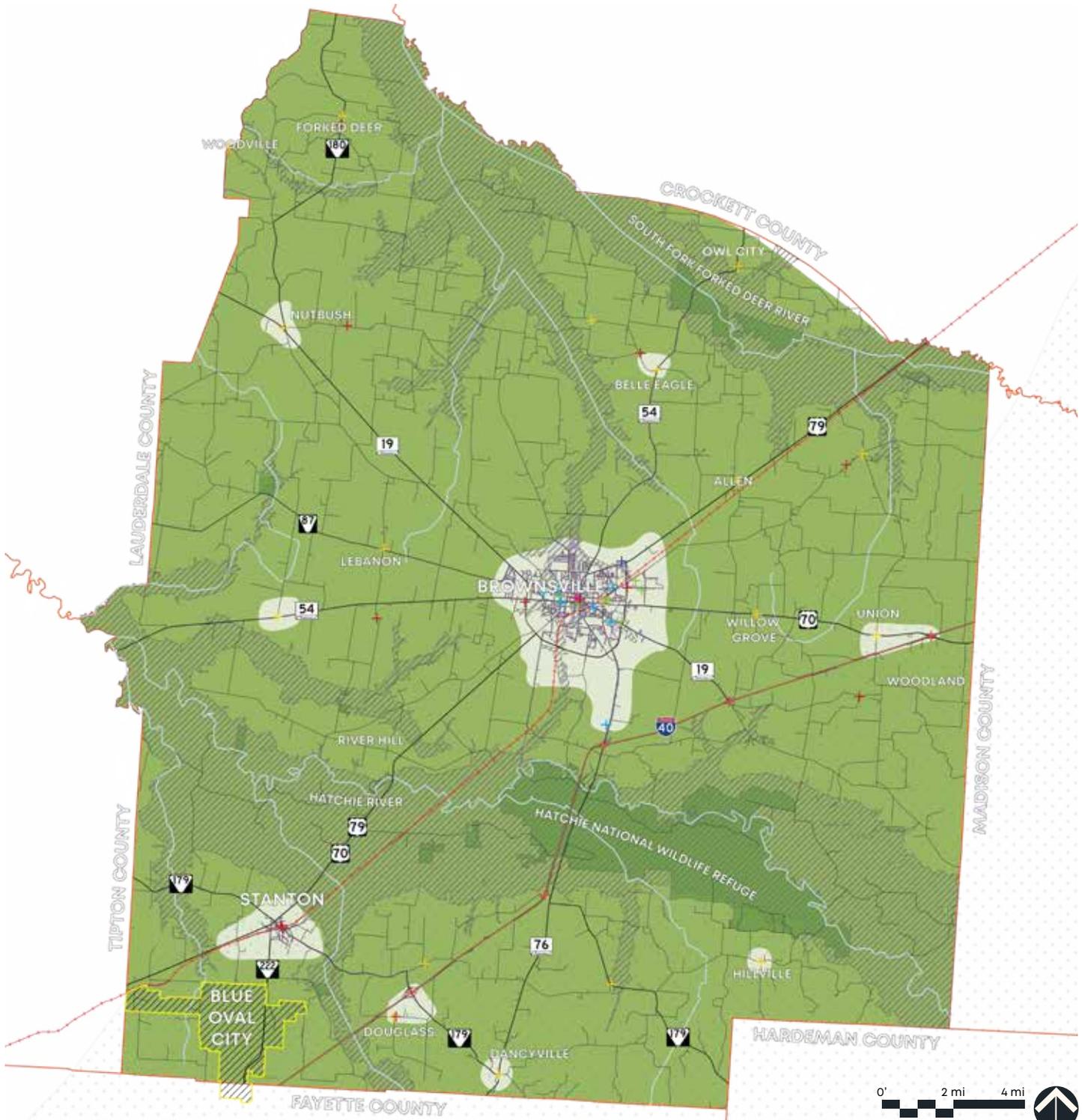
Other Constraints

- Utility corridors
- Similar limiting features

Each of the opportunities and constraints listed appeared on the “Areas Potentially Suitable for Development” map as a white, translucent area of significant impact or service dependent on the variable. Where multiple opportunities overlapped the transparencies became more opaque. These areas of overlap were evaluated in conjunction with the Vision and Growth Principles and were translated into the “Preferred Areas for Development” map describing, initial areas being more conducive for preferred development. The Growth Principles of “Grow & Protect,” “Guide & Focus,” and “Invest in Existing” are clearly depicted in this map as the preferred areas for development were heavily influenced by the existing assets and available infrastructure throughout Haywood County.



Areas Potentially Suitable for Development based on existing conditions and assets



Preferred Areas for Development

Key					
	Protected Areas		Municipal Boundary		Fire Station
	Agriculture & Nature Land		Existing Urban Growth Boundary		Police Station
	Areas Suitable for Development		Proposed Urban Growth Boundary		Hospital
	Floodplain		Planned Growth Area		Library
	Aquifer Recharge Zone		Major River		Schools
	Railway		Major Roadways		Parks & Recreation
	Interstate 40		Minor Roadways		Performing Arts
	County Boundary		Community / Four-way		Future Interchange

Alternate Land Use Scenarios

The Preferred Areas for Development map, Stakeholder Meeting feedback, and public input was used to develop a series of Alternate Land Use Scenarios. These Scenarios depict different potential development patterns throughout Haywood County, and do not represent land use plans; therefore, specific locations and details are conceptual and flexible. These Alternate Land Use Scenarios are:

- “Business-As-Usual”
- Minimally Guided Dispersed Development
- Community Focused and Clustered in Countryside
- Community Concentration and Countryside Conservation

The Alternate Land Use Scenarios include information regarding:

- Land use type, form, and density
- Impact on roads, infrastructure, and community facilities
- Protection, enhancement, and impact of community assets

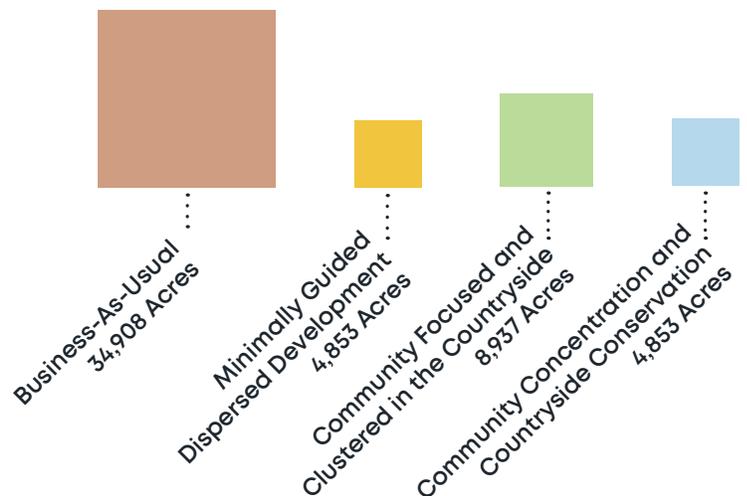
Throughout the public engagement process there was a continual distinction between the



“Community” and the “Countryside.” Therefore, in the Alternate Land Use Scenarios the Community includes areas within the existing municipal boundaries and areas adjacent to existing municipal boundaries by approximately 1 mile. The Countryside includes all other areas within the county, such as Rural Four-Ways, Conservation Clusters, or Rural Residential. In each scenario it is anticipated that working farms would remain a vital use in Haywood County.

Rural Four-Ways are defined as countryside communities that serve as nodes for commerce, services, connection, and identity. A **Conservation Cluster** is a clustering of homes, services, and amenities that preserve and conserve farmland and natural areas. **Rural Residential or FARR** (Forest, Agriculture, and Rural Residential) is a land use that preserves a mix of natural landscapes, agricultural uses, and limited residential development which does not require extensive services typically associated with municipal or urban areas.

Each Alternate Land Use Scenario is accompanied by a Fiscal Impact Analysis that models county-wide and municipal revenues, capital impacts, and net fiscal results attributed to each scenario. A comparison of the fiscal impact analysis and development footprints of each Alternate Land Use Scenario were reviewed with the Steering Committee, shared with the public, and helped inform the Future Land Use Plan.



Land Use Scenario residential development footprints in comparison to Haywood County and Brownsville

Alternate Land Use Scenarios - Overview

Scenarios	Community		Countryside		
	Within Existing Communities	Near / Adjacent to Existing Communities	Focused at Four-Ways	Conservation Clusters	Rural Residential (FARR)
“Business-As-Usual”	30%	20%	-	-	50%

Business-As-Usual establishes a baseline for the alternate land use scenarios by representing the Market Analysis projected future development yield based on current zoning and development patterns. In this scenario, future development is evenly split between the Community and the Countryside. In the Community, thirty percent of the development is within existing municipal boundaries and twenty percent is located adjacent to these boundaries. The majority of this growth is included along corridors where existing infrastructure can be readily accessed or extended. All of the development in the Countryside is Rural Residential in the FAR and R-1 Districts matching recent patterns and densities of development.

Minimally Guided Dispersed Development	35%	20%	5%	10%	30%
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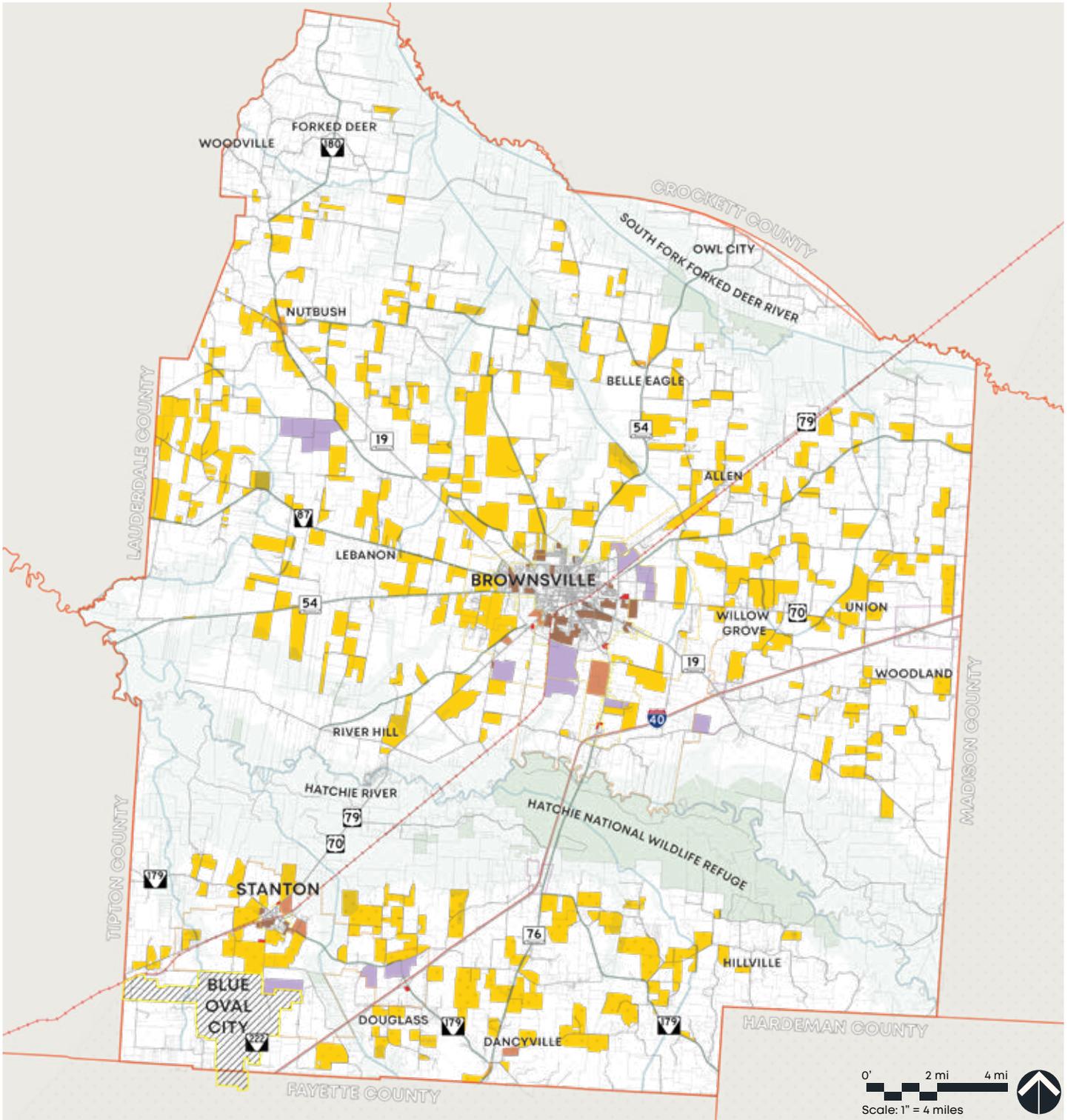
The Minimally Guided Dispersed Development scenario also depicts a balanced distribution of development across the Community and the Countryside, however unlike Business-As-Usual, the development in the Countryside is distributed between Four-Ways, Conservation Clusters, and FARR. Within the Community, development is indicated on larger vacant parcels adjacent to existing development both within and adjacent to the municipal boundaries. In the Countryside, the scenario depicts a dispersed development pattern throughout the county based on the allowable densities of FAR and R-1 zoning. Additional development is indicated within Four-Ways and Conservation Clusters.

Community Focused and Clustered Countryside	45%	15%	10%	15%	15%
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The Community Focused and Clustered Countryside scenario depicts an increase up to sixty percent of future development and reinvestment both within and adjacent to the Community’s municipal boundaries. The growth depicted in the Countryside occurs as clusters along existing thoroughfares, as development surrounding Four-Ways, and as Conservation Clusters to better preserve the most productive farmland, valued rural landscape and sensitive environmental features.

Community Concentration and Countryside Conservation	60%	15%	15%	5%	5%
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The Community Concentration and Countryside Conservation scenario represents a highly-concentrated level of development and reinvestment in and around existing communities with sixty percent occurring within municipal boundaries. One quarter of development would occur within the Countryside, with fifteen percent focused at Four-Ways, minimizing Conservation Clusters and Rural Residential. To promote the viability of working farms and vibrancy of existing communities, this scenario would focus development on available land within the municipal boundaries of the City of Brownsville and the Town of Stanton.



RESIDENTIAL	Brownsville	Stanton	Elsewhere	TOTAL
Within Existing Municipal Boundaries	926.5 Acres	80.5 Acres	-	1,007 Acres
Adjacent to Municipal Boundaries	318 Acres	18 Acres	-	336 Acres
4-Ways	-	-	-	-
Conservation Cluster	-	-	-	-
Rural Residential (FAR & R-1)	-	-	33,565 Acres	33,565 Acres
COMMERCIAL	23 Acres	4 Acres	49 Acres	76 Acres
INDUSTRIAL	112 Acres	20 Acres	8 Acres	140 Acres

Business As Usual

Market predictions for the next 20 years

	Residential	Retail	Industrial
Within Existing Municipal Boundaries	2,014 Units	387,000 Sq. Ft.	1,570,000 Sq. Ft.
	1,007 Acres	23 Acres	72 Acres
Adjacent to Municipal Boundaries	1,343 Units	258,000 Sq. Ft.	1,306,000 Sq. Ft.
	5,372 Acres	15 Acres	60 Acres
Around Rural Four-Ways	-	-	-
	-	-	-
Conservation Clusters	-	-	-
	-	-	-
Rural Residential	3,357 Units	645,000 sq. ft.	175,000
	33,570 Acres	38 Acres	8 Acres
Total	39,949 Acres	76 Acres	140 Acres

Fiscal impacts for the next 20 years

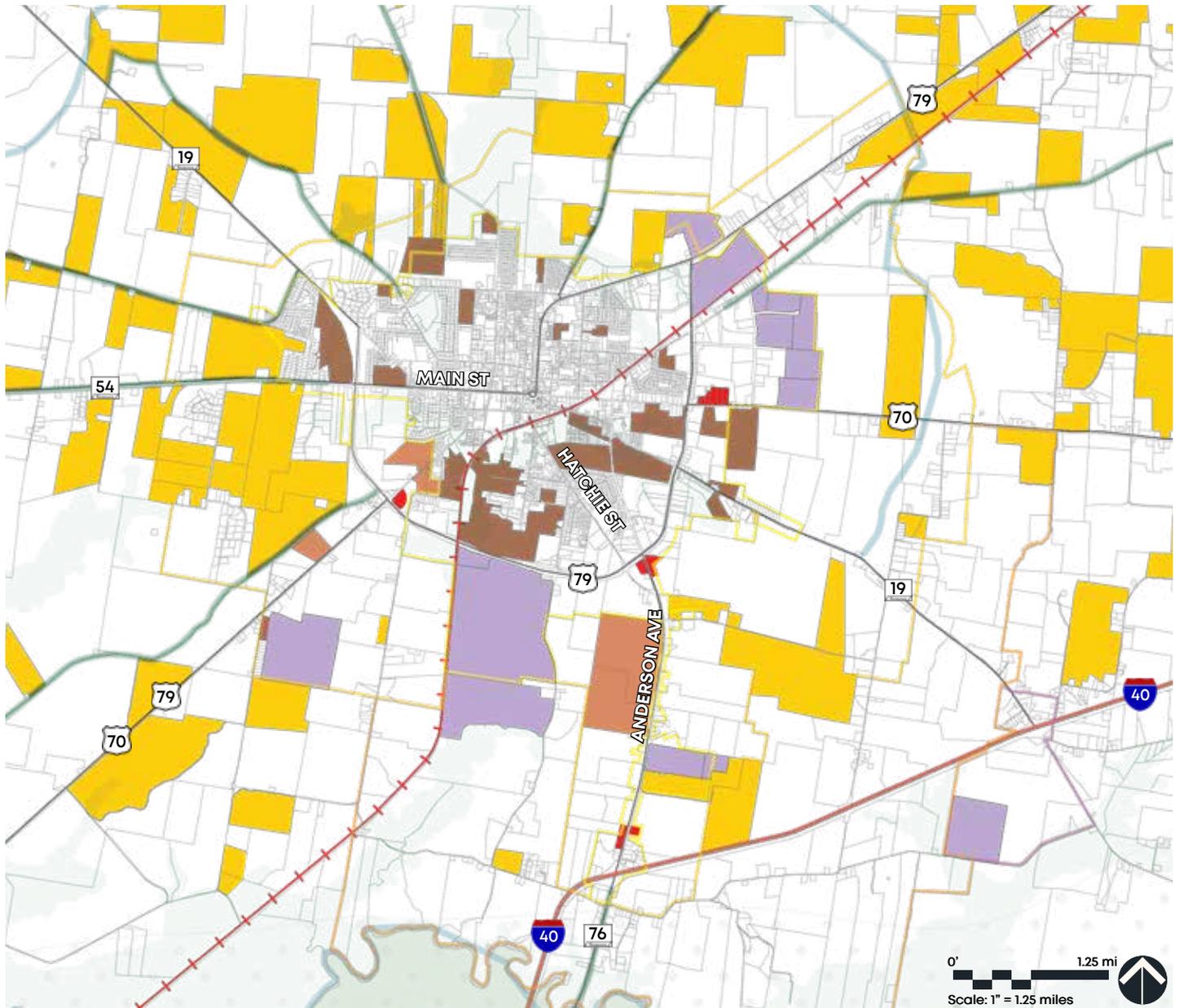
Population		Jobs	
Municipal Areas	4,314	Municipal Areas	968
Unincorporated Areas	10,068	Unincorporated Areas	6,967
Public School Students	2,069	Total	7,935
Grand Total			
Revenues	\$506,109,000	Net Fiscal Impact	-\$180,796,000
Expenditures	\$686,904,000	Avg. Annual Net Impact	-\$9,040,000

Scenario Summary

The Business-As-Usual scenario embodies some of the growth principles established by the community. The scenario places new development in areas not as easily accessible to area assets, increases pressure on existing infrastructure, and consumes as much as twelve percent of the county for new development, reducing the amount of productive farmland and rural landscape that was mentioned as being highly valued by community members throughout the public engagement process. While new investment occurs in and around existing communities, the dispersed pattern of housing hinders the potential and scale of investment in underutilized buildings, corridors, and new development. The financial implications of continuing this development pattern would require far more expenditures than revenue generated, borrowing from future generations.

Business-As-Usual

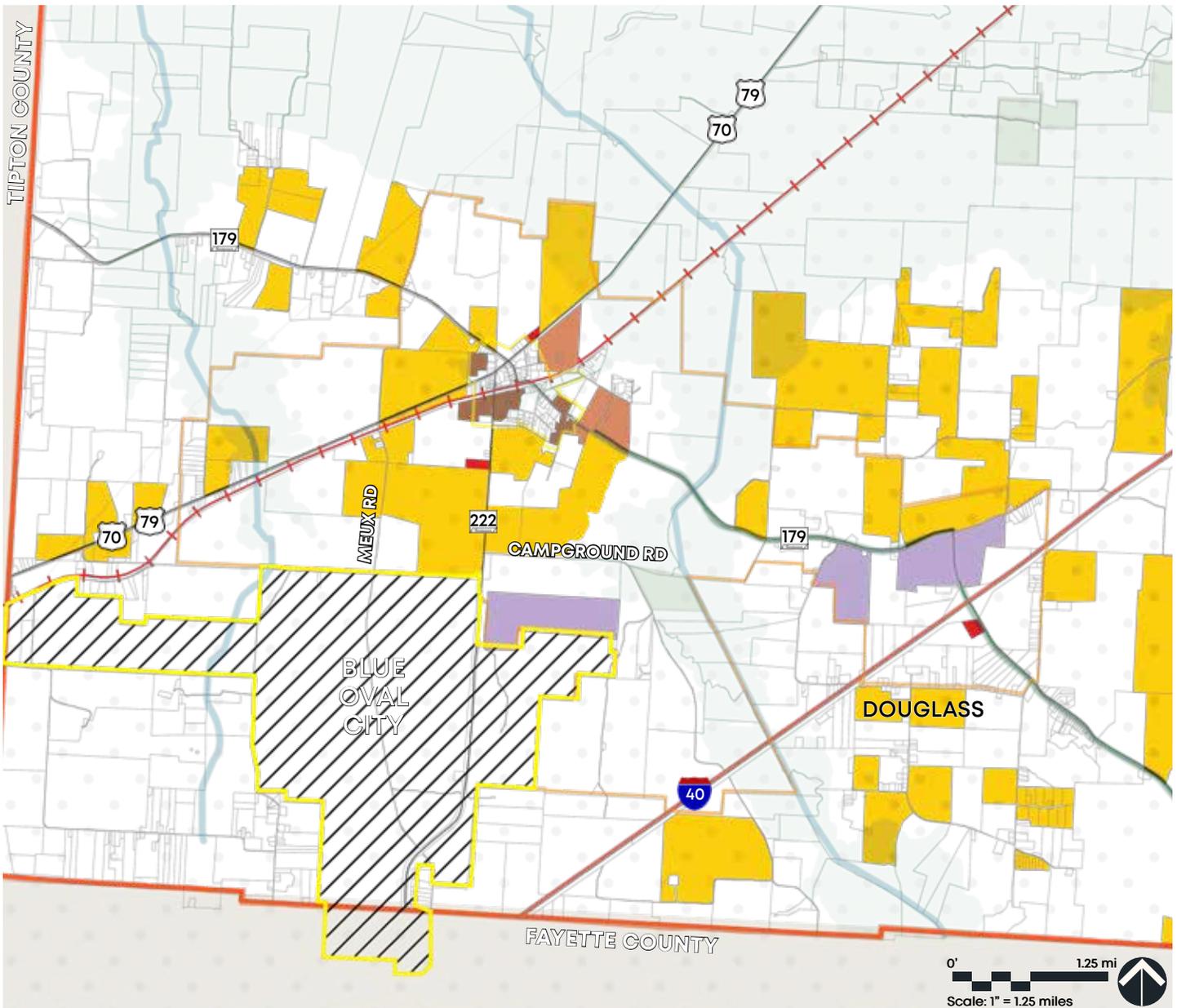
Brownsville



Market Predictions (20 Years)	Residential	Retail	Industry <i>(Within+Adjacent)</i>
Units / Sq. Ft.	1,853 Units	328,950 Sq. Ft.	2,439,360 Sq. Ft.
Acres	926.5 Acres	23 Acres	112 Acres
Fiscal Impact (20 Years)			
Revenue	\$48,496,000	Net Fiscal Impact	\$6,301,000
Expenditures	\$42,195,000	Avg. Annual Net Impact	\$315,050

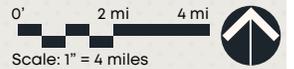
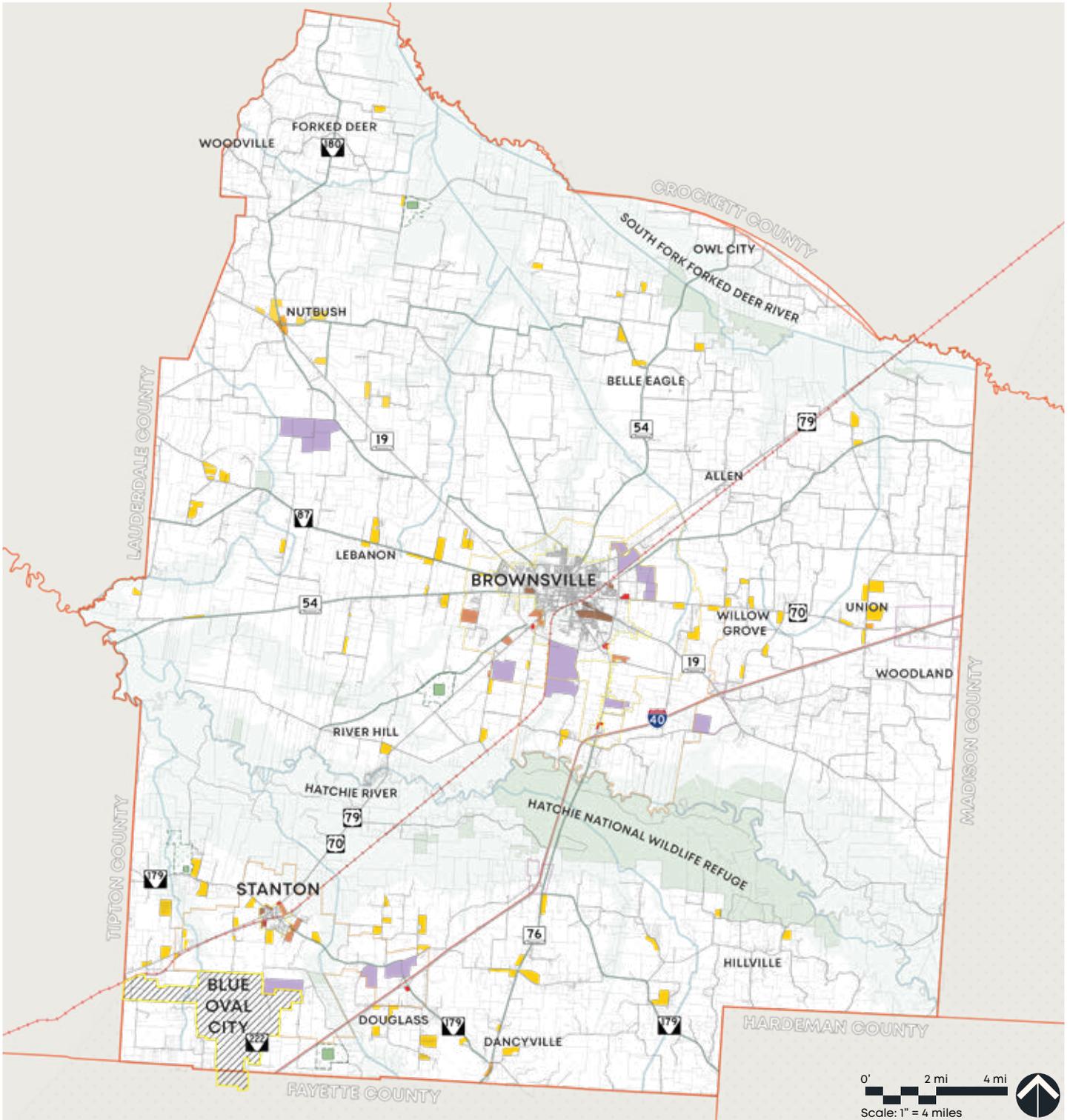
Business-As-Usual

Stanton



Market Predictions (20 Years)	Residential	Retail	Industry <i>(Within+Adjacent)</i>
Units / Sq. Ft.	161 Units	58,050 Sq. Ft.	435,600 Sq. Ft.
Acreages	80.5 Acres	4 Acres	20 Acres

Fiscal Impact (20 Years)			
Revenue	\$3,194,000	Net Fiscal Impact	\$1,906,000
Expenditures	\$1,288,000	Avg. Annual Net Impact	\$95,300



	RESIDENTIAL	Brownsville	Stanton	Elsewhere	TOTAL
	Within Existing Municipal Boundaries	271 Acres	23 Acres	-	294 Acres
	Adjacent to Municipal Boundaries	216 Acres	8 Acres	-	224 Acres
	4-Ways	-	-	84 Acres	84 Acres
	Conservation Cluster	-	-	224 Acres	224 Acres
	Rural Residential (FAR & R-1)	-	-	4,028 Acres	4,028 Acres
	COMMERCIAL	26 Acres	5 Acres	45 Acres	76 Acres
	INDUSTRIAL	112 Acres	20 Acres	8 Acres	140 Acres

Minimally Guided Dispersed Development

Market predictions for the next 20 years

	Residential	Retail	Industrial
Within Existing Municipal Boundaries	2,350 Units	451,500 Sq. Ft.	1,570,000 Sq. Ft.
	294 Acres	27 Acres	72 Acres
Adjacent to Municipal Boundaries	1,343 Units	258,000 Sq. Ft.	1,306,000 Sq. Ft.
	224 Acres	15 Acres	60 Acres
Around Rural Four-Ways	336 Units	64,500 Sq. Ft.	-
	84 Acres	4 Acres	-
Conservation Clusters	671 Units	129,000 Sq. Ft.	-
	224 Acres	8 Acres	-
Rural Residential	2,014 Units	387,000 sq. ft.	175,000
	4,028 Acres	23 Acres	8 Acres
Total	4,853 Acres	77 Acres	140 Acres

Fiscal impacts for the next 20 years

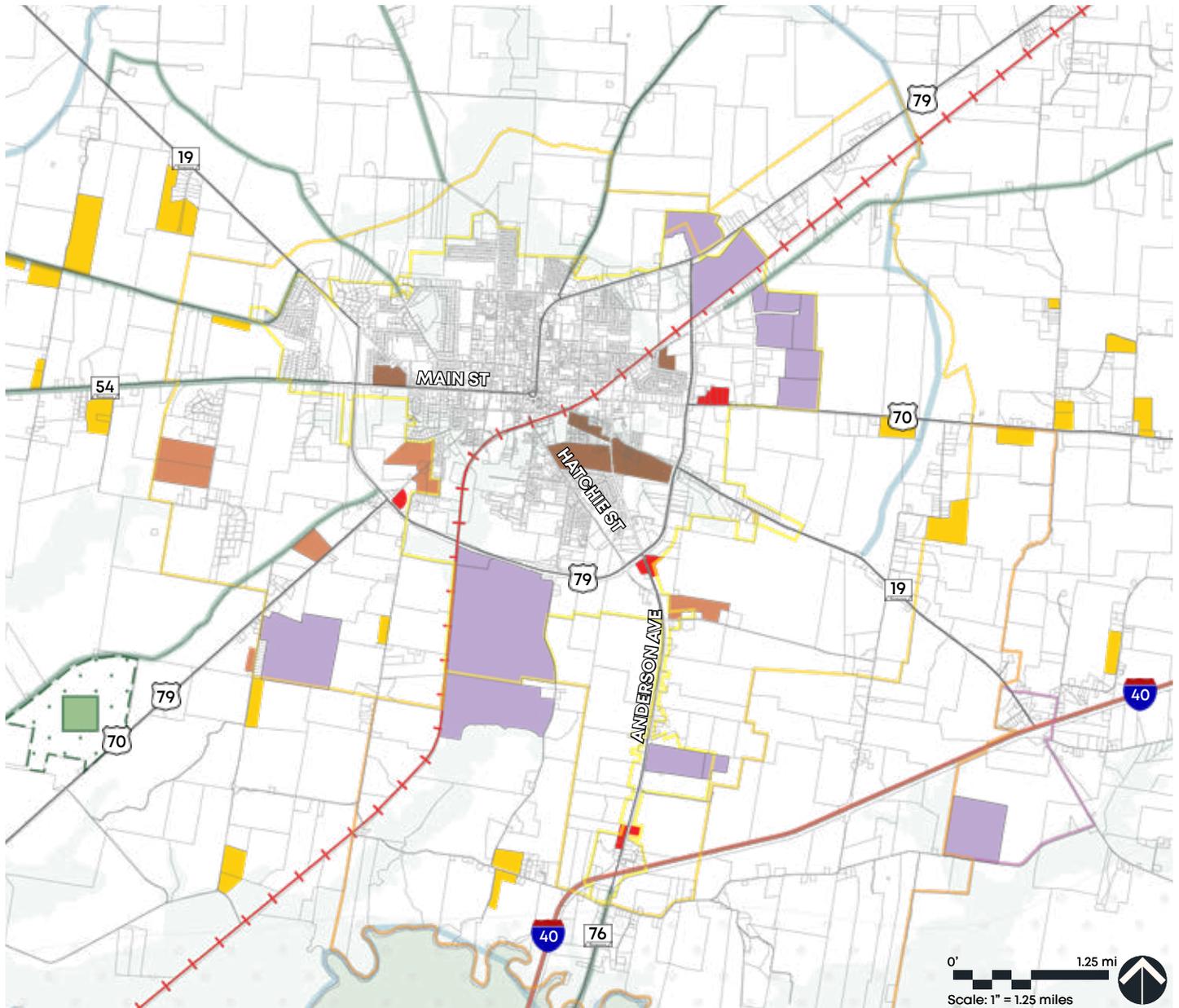
Population		Jobs	
Municipal Areas	5,034	Municipal Areas	1,129
Unincorporated Areas	9,348	Unincorporated Areas	6,806
Public School Students	2,069	Total	7,935
Grand Total			
Revenues	\$543,635,000	Net Fiscal Impact	-\$132,966,000
Expenditures	\$676,601,000	Avg. Annual Net Impact	-\$6,648,000

Scenario Summary

The Minimally Guided Dispersed Development scenario embodies some of the growth principles established by the community. The scenario directs development at an increased intensity within existing communities and in clusters of development in the countryside, supporting the viability of some of the areas most productive farmland. The placement of development within existing communities increases access to existing assets and better supports investment in underutilized properties and corridors, though limited due to the dispersed pattern. The fiscal impact of this development pattern would continue to require more expenditures than revenue generated, but at a reduced deficit over the prior scenario.

Minimally Guided Dispersed Development

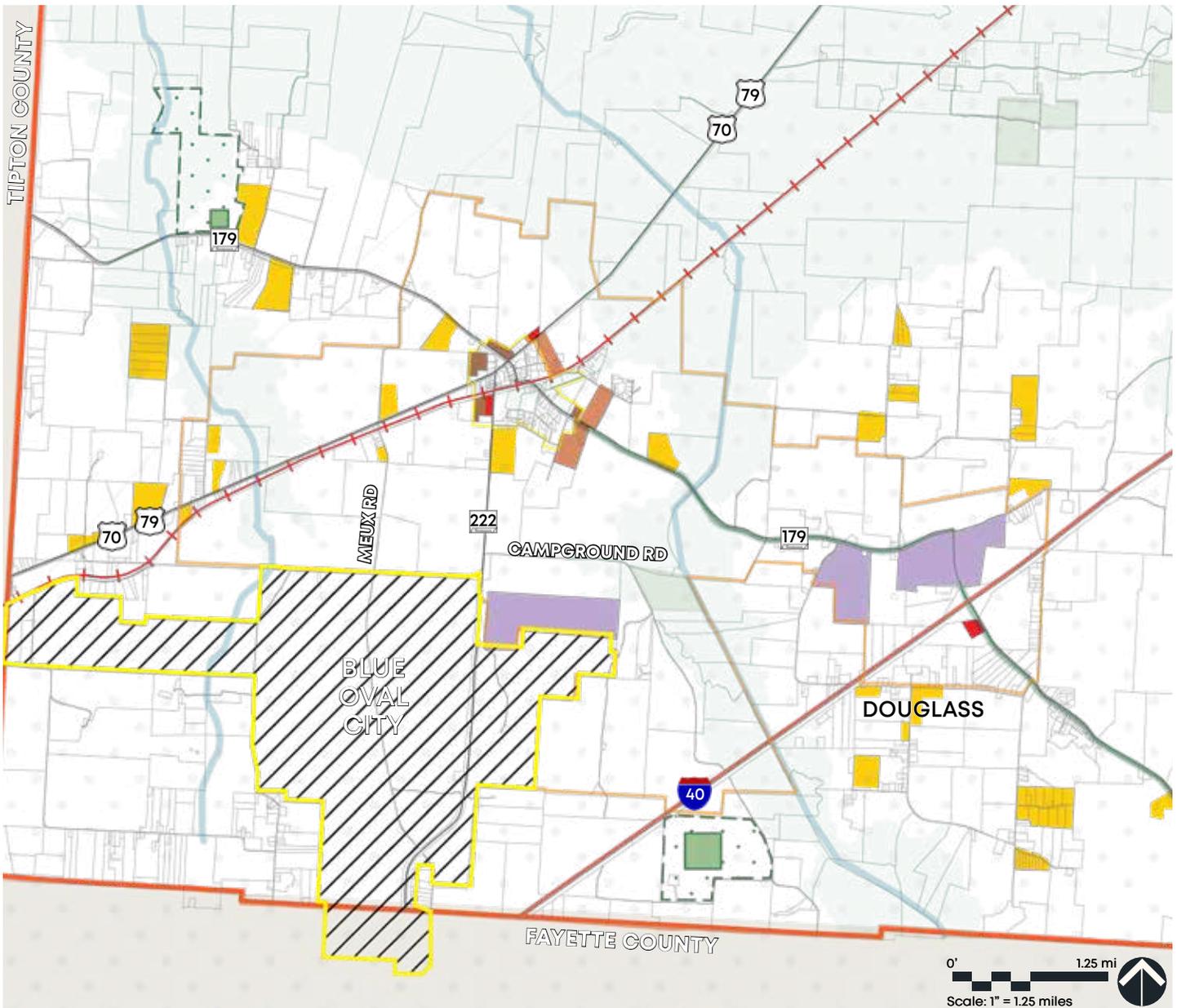
Brownsville



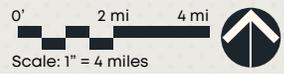
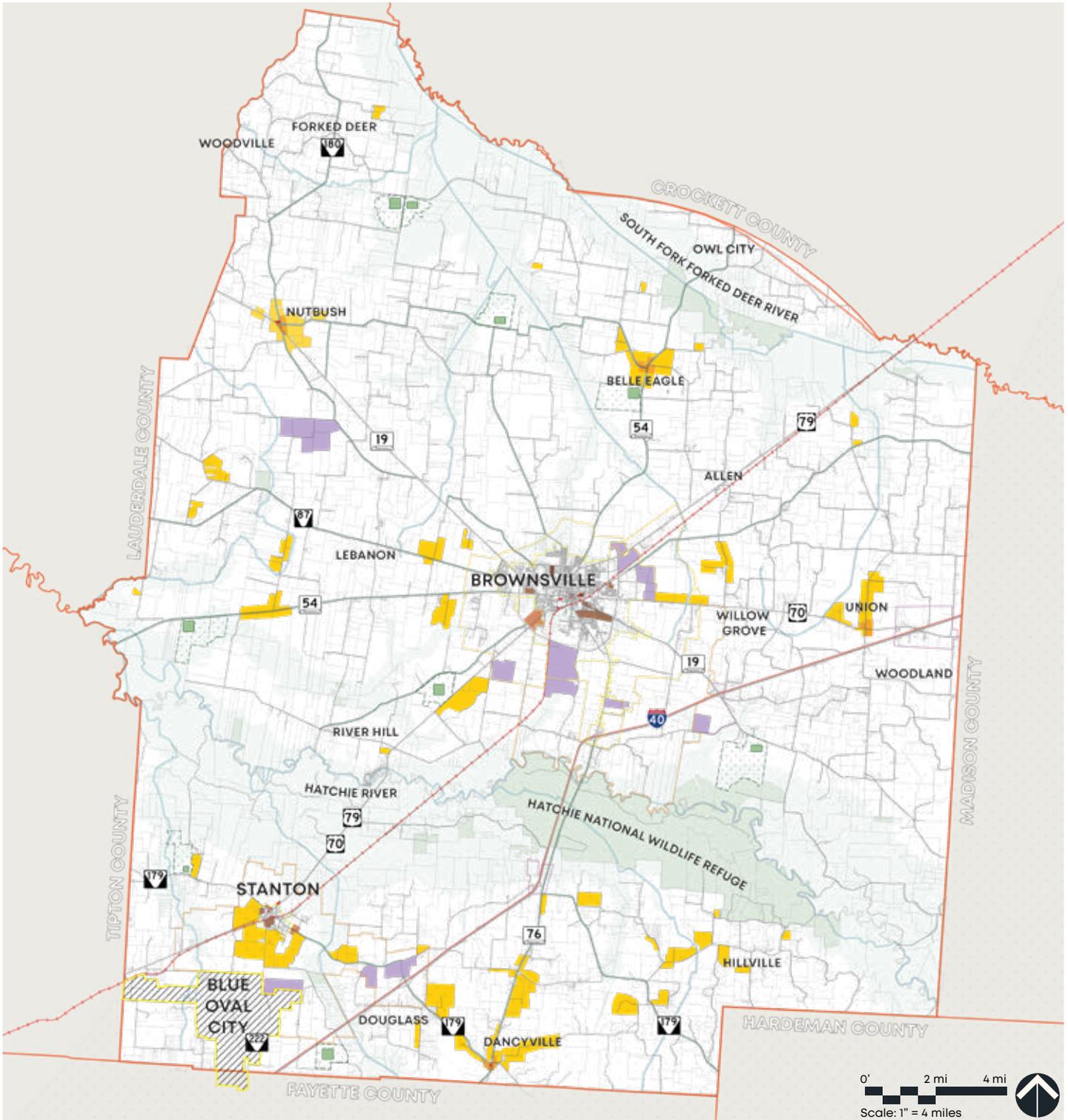
Market Predictions (20 Years)	Residential	Retail	Industry (Within+Adjacent)
Units / Sq. Ft.	2,162 Units	383,775 Sq. Ft.	2,439,360 Sq. Ft.
Acrages	271 Acres	26 Acres	112 Acres
Fiscal Impact (20 Years)			
Revenue	\$56,586,000	Net Fiscal Impact	\$7,461,000
Expenditures	\$49,126,000	Avg. Annual Net Impact	\$373,050

Minimally Guided Dispersed Development

Stanton



Market Predictions (20 Years)	Residential	Retail	Industry <i>(Within+Adjacent)</i>
Units / Sq. Ft.	188 Units	67,725 Sq. Ft.	435,600 Sq. Ft.
Acres	23 Acres	5 Acres	20 Acres
Fiscal Impact (20 Years)			
Revenue	\$3,727,000	Net Fiscal Impact	\$2,224,000
Expenditures	\$1,503,000	Avg. Annual Net Impact	\$111,200



	RESIDENTIAL	Brownsville	Stanton	Elsewhere	TOTAL
	Within Existing Municipal Boundaries	232 Acres	20 Acres	-	252 Acres
	Adjacent to Municipal Boundaries	318 Acres	18 Acres	-	126 Acres
	4-Ways	-	-	168 Acres	168 Acres
	Conservation Cluster	-	-	336 Acres	336 Acres
	Rural Residential (FAR & R-1)	-	-	8,056 Acres	8,056 Acres
	COMMERCIAL	34 Acres	6 Acres	36 Acres	76 Acres
	INDUSTRIAL	112 Acres	20 Acres	8 Acres	140 Acres

Community Focused and Clustered Countryside

Market predictions for the next 20 years

	Residential	Retail	Industrial
Within Existing Municipal Boundaries	3,021 Units	580,500 Sq. Ft.	1,570,000 Sq. Ft.
	252 Acres	34 Acres	72 Acres
Adjacent to Municipal Boundaries	1,007 Units	193,500 Sq. Ft.	1,306,000 Sq. Ft.
	126 Acres	11 Acres	60 Acres
Around Rural Four-Ways	671 Units	129,000 Sq. Ft.	-
	168 Acres	8 Acres	-
Conservation Clusters	1,007 Units	193,500 Sq. Ft.	-
	336 Acres	11 Acres	-
Rural Residential	1,007 Units	193,500 sq. ft.	175,000
	8,056 Acres	11 Acres	8 Acres
Total	8,937 Acres	75 Acres	140 Acres

Fiscal impacts for the next 20 years

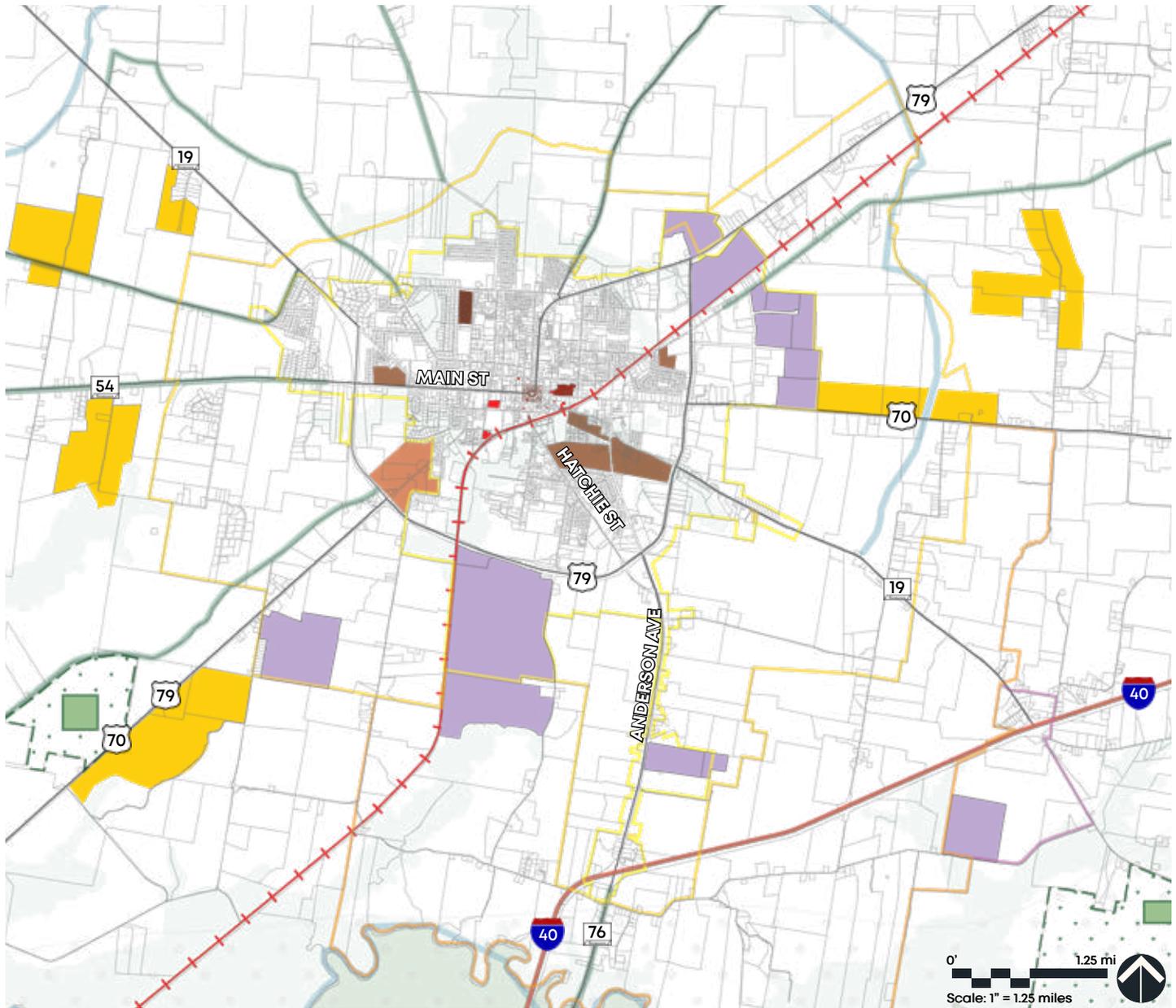
Population		Jobs	
Municipal Areas	6,471	Municipal Areas	1,451
Unincorporated Areas	7,911	Unincorporated Areas	6,483
Public School Students	2,069	Total	7,935
Grand Total			
Revenues	\$575,286,000	Net Fiscal Impact	-\$80,795,000
Expenditures	\$656,081,000	Avg. Annual Net Impact	-\$4,040,000

Scenario Summary

The Community Focused & Clustered Countryside scenario embodies many of the growth principles established by the community. The scenario focuses development at an increased intensity within existing communities and concentrates countryside development within clusters aiding in the preservation and viability of the areas working farmland. This scenario better supports investment in underutilized buildings, corridors and new development at a variety of scales. The financial impact of this development pattern would continue to require more expenditures than revenue generated, but at a further reduction over the prior scenarios. Community Focused & Clustered Countryside could be considered as a preferred development scenario, with thoughtful planning.

Community Focused and Clustered Countryside

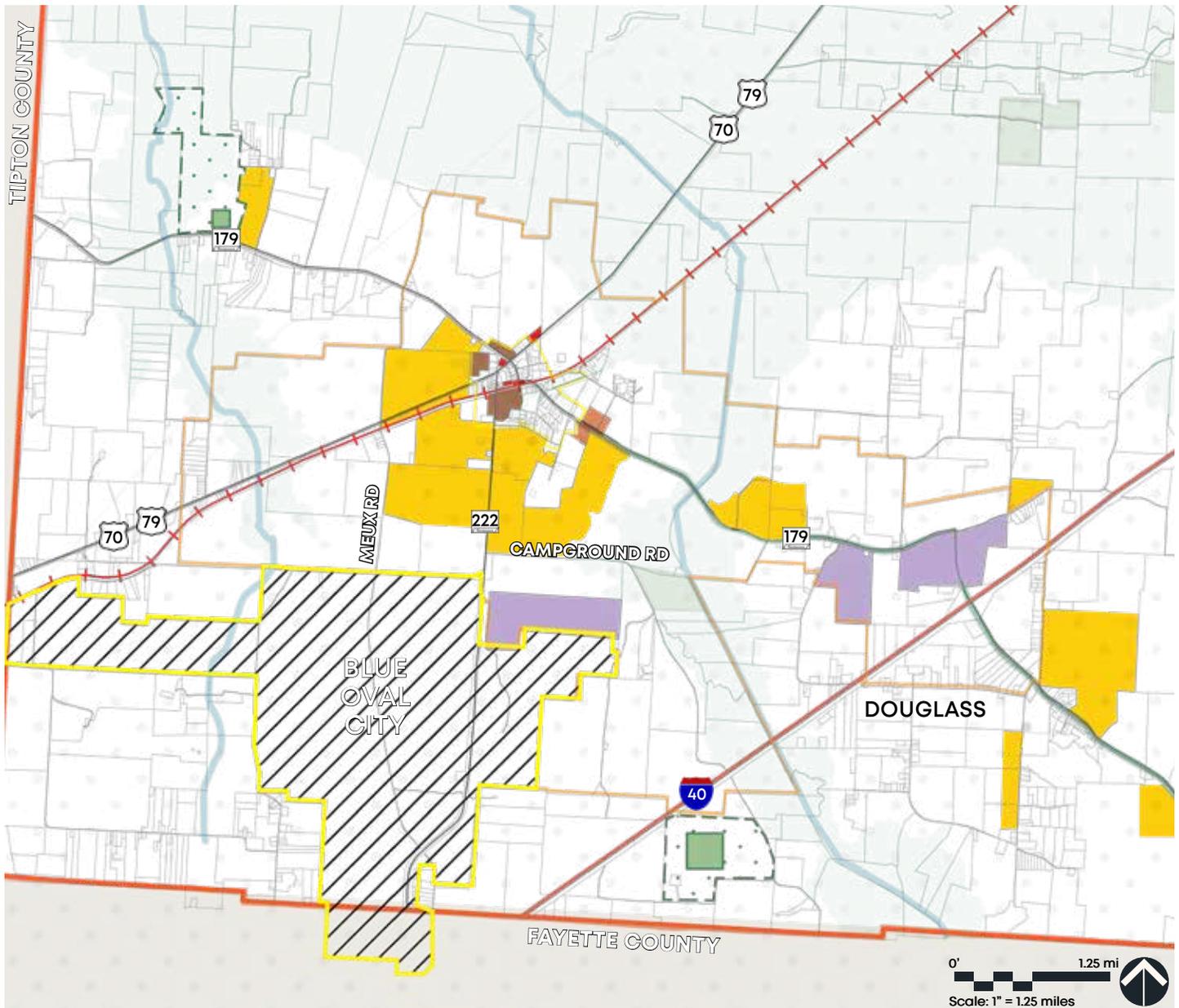
Brownsville



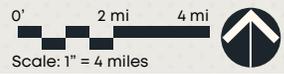
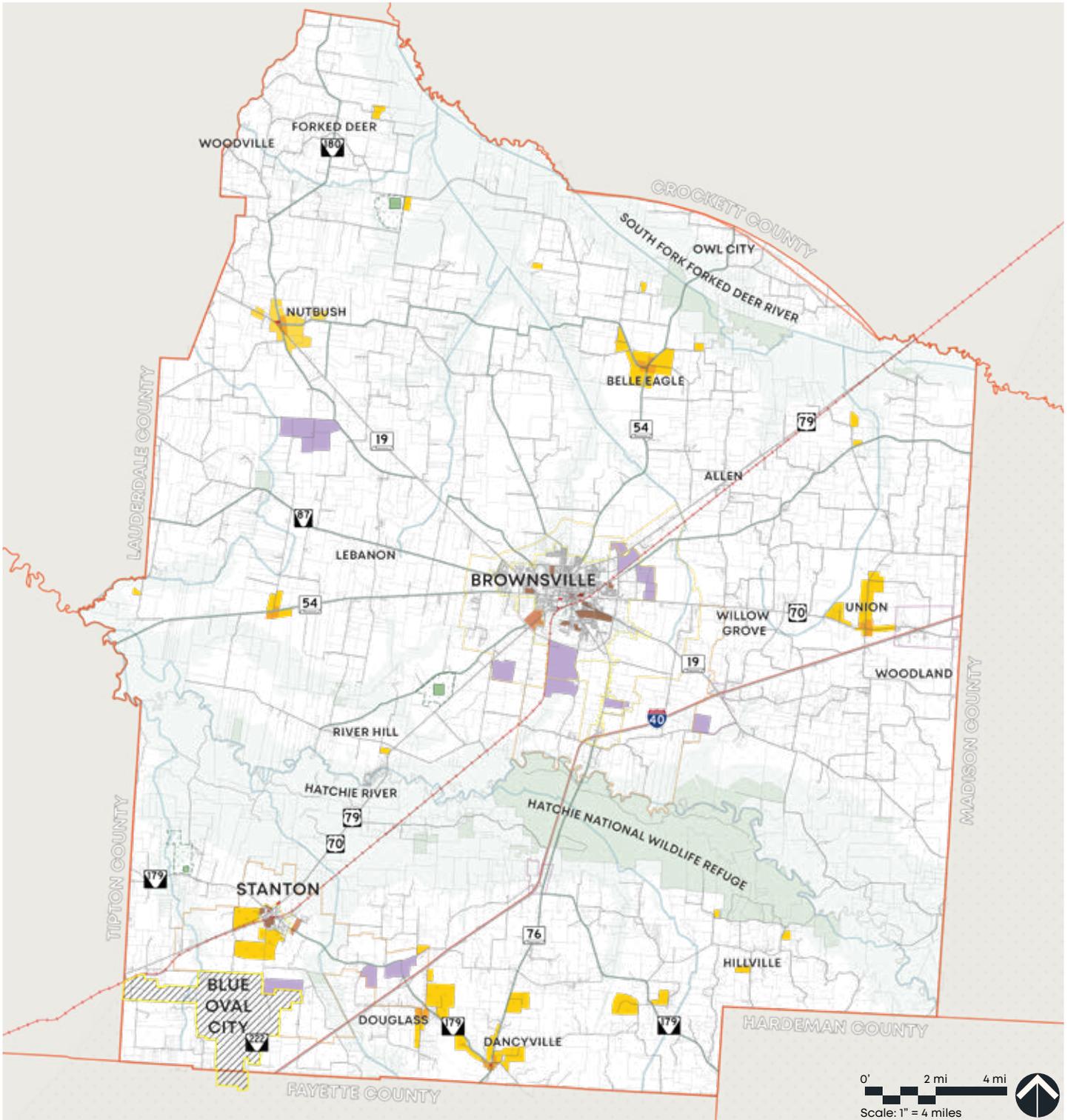
Market Predictions (20 Years)	Residential	Retail	Industry (Within+Adjacent)
Units / Sq. Ft.	2,779 Units	493,425 Sq. Ft.	2,439,360 Sq. Ft.
Acres	232 Acres	34 Acres	112 Acres
Fiscal Impact (20 Years)			
Revenue	\$72,638,000	Net Fiscal Impact	\$9,624,000
Expenditures	\$63,014,000	Avg. Annual Net Impact	\$481,200

Community Focused and Clustered Countryside

Stanton



Market Predictions (20 Years)	Residential	Retail	Industry (Within+Adjacent)
Units / Sq. Ft.	242 Units	87,075 Sq. Ft.	435,600 Sq. Ft.
Acres	20 Acres	6 Acres	20 Acres
Fiscal Impact (20 Years)			
Revenue	\$4,791,000	Net Fiscal Impact	\$2,859,000
Expenditures	\$1,932,000	Avg. Annual Net Impact	\$142,950



	RESIDENTIAL	Brownsville	Stanton	Elsewhere	TOTAL
	Within Existing Municipal Boundaries	309 Acres	27 Acres	-	336 Acres
	Adjacent to Municipal Boundaries	119 Acres	7 Acres	-	126 Acres
	4-Ways	-	-	252 Acres	252 Acres
	Conservation Cluster	-	-	112 Acres	112 Acres
	Rural Residential (FAR & R-1)	-	-	4,028 Acres	4,028 Acres
	COMMERCIAL	45 Acres	8 Acres	23 Acres	76 Acres
	INDUSTRIAL	112 Acres	20 Acres	8 Acres	140 Acres

Community Concentration and Countryside Conservation

Market predictions for the next 20 years

	Residential	Retail	Industrial
Within Existing Municipal Boundaries	4,028 Units	774,000 Sq. Ft.	1,570,000 Sq. Ft.
	336 Acres	46 Acres	72 Acres
Adjacent to Municipal Boundaries	1,007 Units	193,500 Sq. Ft.	1,306,000 Sq. Ft.
	126 Acres	11 Acres	60 Acres
Around Rural Four-Ways	1,007 Units	193,500 Sq. Ft.	-
	252 Acres	11 Acres	-
Conservation Clusters	336 Units	64,500 sq. ft.	-
	112 Acres	4 Acres	-
Rural Residential	336 Units	64,500 sq. ft.	175,000
	4,028 Acres	4 Acres	8 Acres
Total	4,853 Acres	72 Acres	140 Acres

Fiscal impacts for the next 20 years

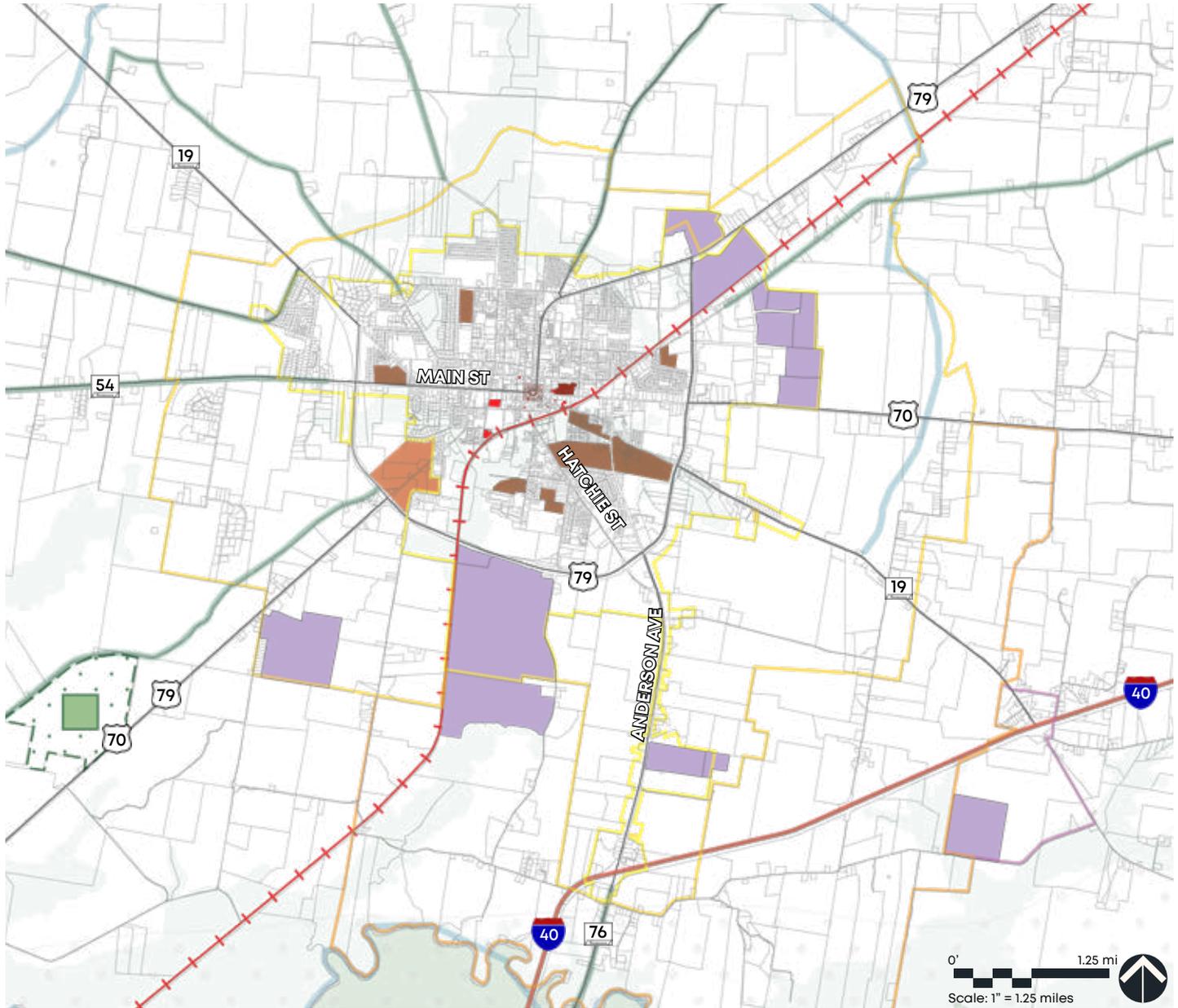
Population		Jobs	
Municipal Areas	8,629	Municipal Areas	1,935
Unincorporated Areas	5,754	Unincorporated Areas	6,000
Public School Students	2,069	Total	7,935
Grand Total			
Revenues	\$608,002,000	Net Fiscal Impact	-\$18,107,000
Expenditures	\$626,109,000	Avg. Annual Net Impact	-\$905,000

Scenario Summary

The Community Concentration & Countryside Conservation scenario best represents the Vision and Growth Principles to strengthen existing communities while preserving the rural character and viability of the areas working farmland throughout Haywood County. The scenario concentrates new development within municipalities and around rural four-way communities supporting investment in underutilized buildings, corridors and new development at a variety of scales that are most accessible to area assets and infrastructure. The scenario minimizes the footprint of new development within the countryside, preserving productive farmland. The financial impact of this development pattern is the most fiscally responsible of all scenarios. Thus, the Community Concentration & Countryside Conservation is considered the preferred development scenario.

Community Concentration and Countryside Conservation

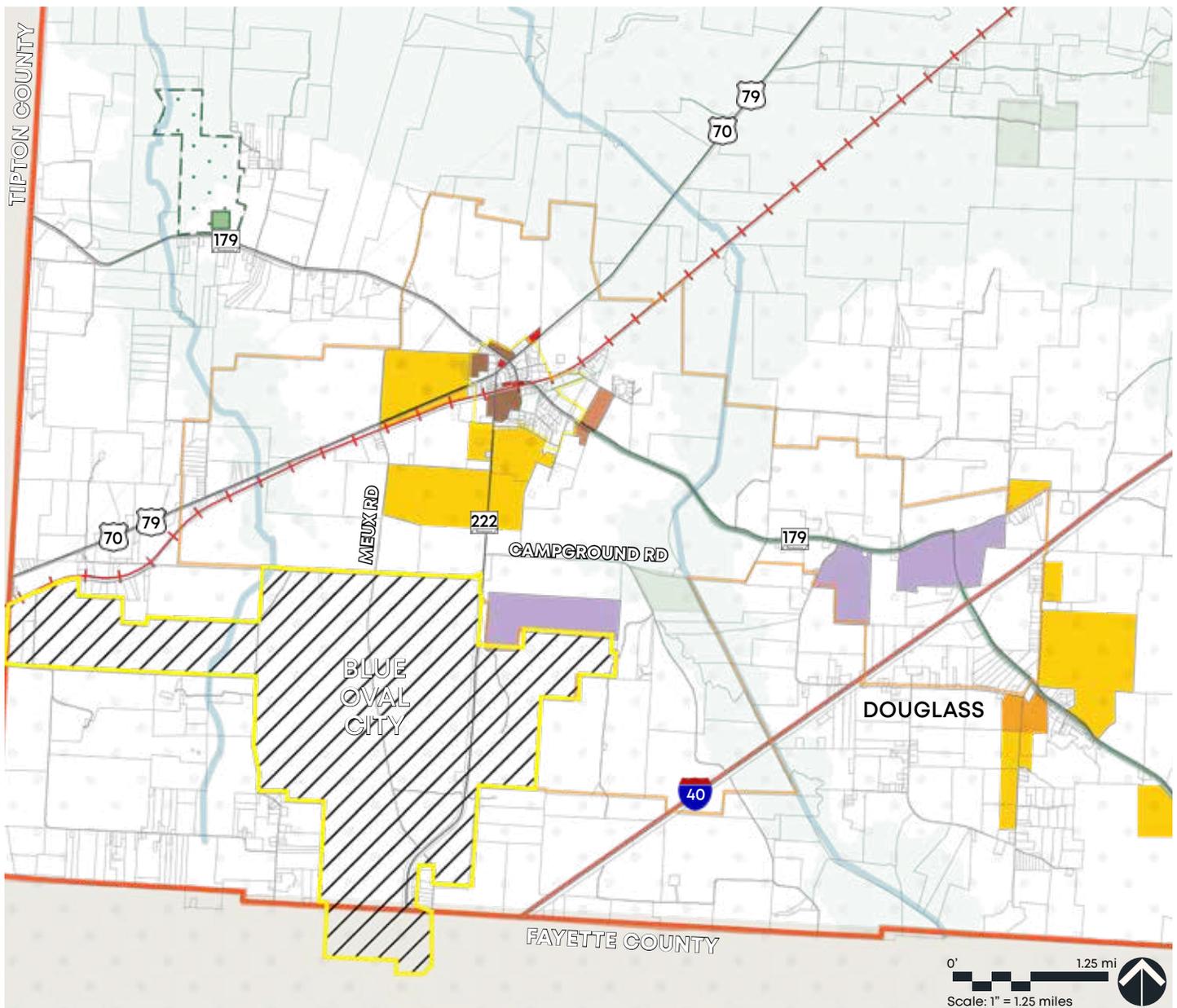
Brownsville



Market Predictions (20 Years)	Residential	Retail	Industry (Within+Adjacent)
Units / Sq. Ft.	3,706 Units	657,900 Sq. Ft.	2,439,360 Sq. Ft.
Acres	309 Acres	45 Acres	112 Acres
Fiscal Impact (20 Years)			
Revenue	\$96,995,000	Net Fiscal Impact	\$13,106,000
Expenditures	\$83,889,000	Avg. Annual Net Impact	\$655,300

Community Concentration and Countryside Conservation

Stanton



Market Predictions (20 Years)	Residential	Retail	Industry (Within+Adjacent)
Units / Sq. Ft.	322 Units	116,100 Sq. Ft.	435,600 Sq. Ft.
Acres	27 Acres	8 Acres	20 Acres
Fiscal Impact (20 Years)			
Revenue	\$6,388,000	Net Fiscal Impact	\$3,812,000
Expenditures	\$2,579,000	Avg. Annual Net Impact	\$190,600

Determining the Preferred Development Scenario

The Future Land Use Plan Steering Committee engaged in a work session on January 22nd, 2024, the primary focus of which was to create a working draft of the Future Land Use Plan for Haywood County, The City of Brownsville, and the Town of Stanton. In order to achieve this goal, the Steering Committee drew upon information and materials developed throughout the process consisting of:

- The Community's Vision and Growth Principles as established through the public engagement process (May 23 – Present)
- The Market Analysis (Presented by The Chesapeake Group on August 29, 2024)
- The Fiscal Impact Analysis (Presented by TischlerBise on January 8, 2024)

The work session began with a brief recap of the Fiscal Impact Analysis and the Market Analysis, which determined the number of housing units that would be mapped. Throughout the session the Steering Committee referred to the findings as well as the Vision and Growth Principles. Using LEGO bricks as a participatory planning tool, the first two rounds mapped out preferred locations for housing and industrial investment across the county. The following rounds focused on Brownsville and Stanton. The first two rounds continued until the Steering Committee were satisfied with the allocation of growth across the county map at which point LRK counted the pieces within, adjacent to, and outside municipal boundaries. These totals were given a representative cash amount, and the overall game total was discussed with the Steering Committee as a hands-on representation of the Fiscal Analysis findings. The Committee's subsequent rounds were impacted with this first-hand knowledge of the financial impact of development.

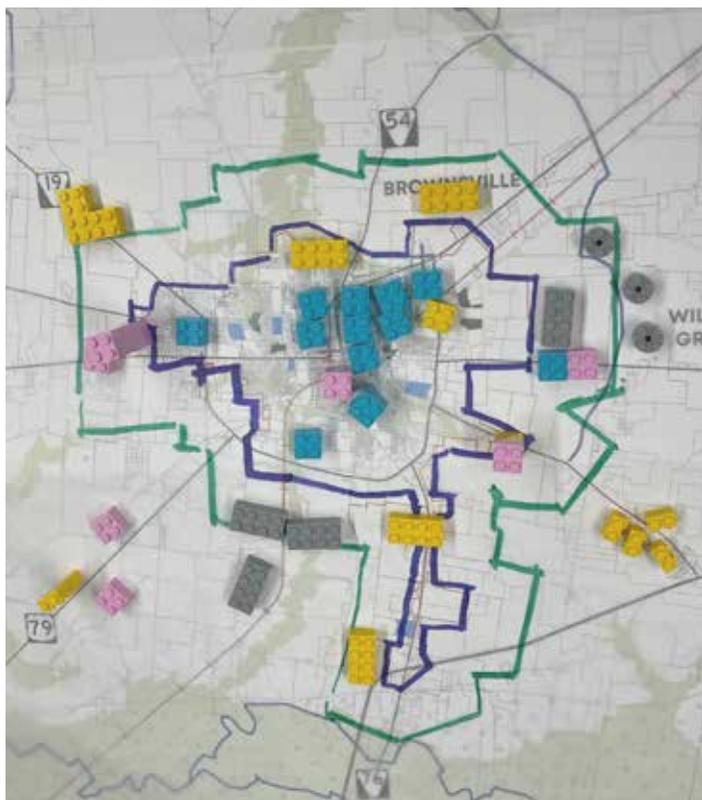
After two rounds at the county level, the Steering Committee focused on the City of Brownsville and the Town of Stanton. Different housing types such as townhomes and walk-ups were included at this scale, and the committee also placed commercial development at various scales. The committee's placement of LEGO bricks indicated specific areas for industrial development around Brownsville, and a mix of housing types throughout the city. Several

areas where new investment should be focused as mixed-use neighborhood centers were identified during the course of the exercise.

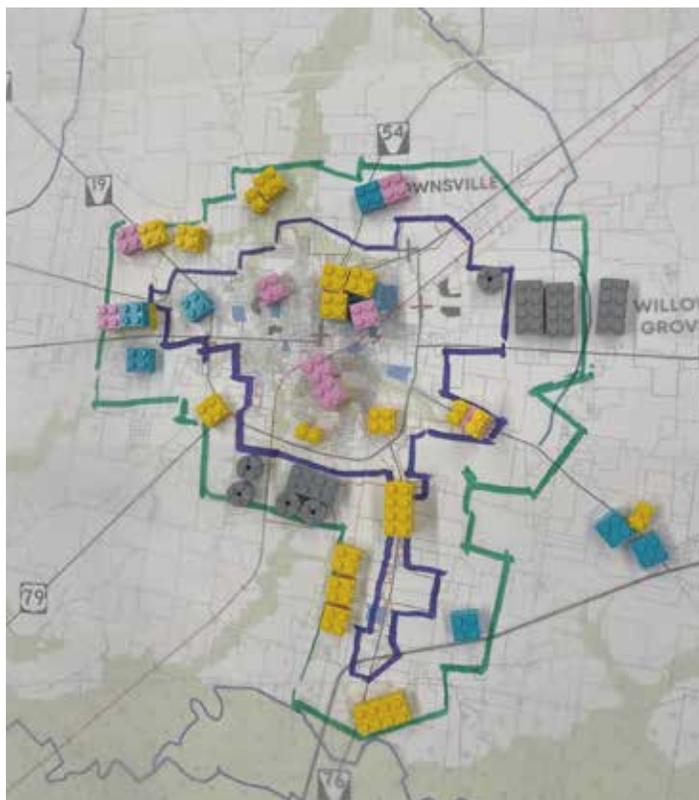
Each round that the Steering Committee completed was followed with a discussion about the resulting patterns of development including reasoning, impact, and how it related to the community's Vision and Growth Principles. After the Steering Committee completed their final round, LRK translated the results onto a draft map of the Future Land Use Plan using the colors represented by the Land Use Place Types. The day's events concluded with an evening pin-up review session with the Steering Committee members to confirm land use preferences, gather additional feedback to inform further refinement and the public open house. Broadly speaking, the confirmed preferred approach indicates investment over the next 10 years should be focused in and around existing communities and areas where municipal services are currently available or can be easily extended. This approach closely aligns with the community's Vision and Growth Principles.

For a summary of the Public unveiling, please see pages 20-21.





Round 1 of County-wide mapping - Close up on Brownsville



Round 2 of County-wide mapping - Close up on Brownsville







CHAPTER

4

*Land Use Plan
& Growth Strategy*

Future Land Use Plan

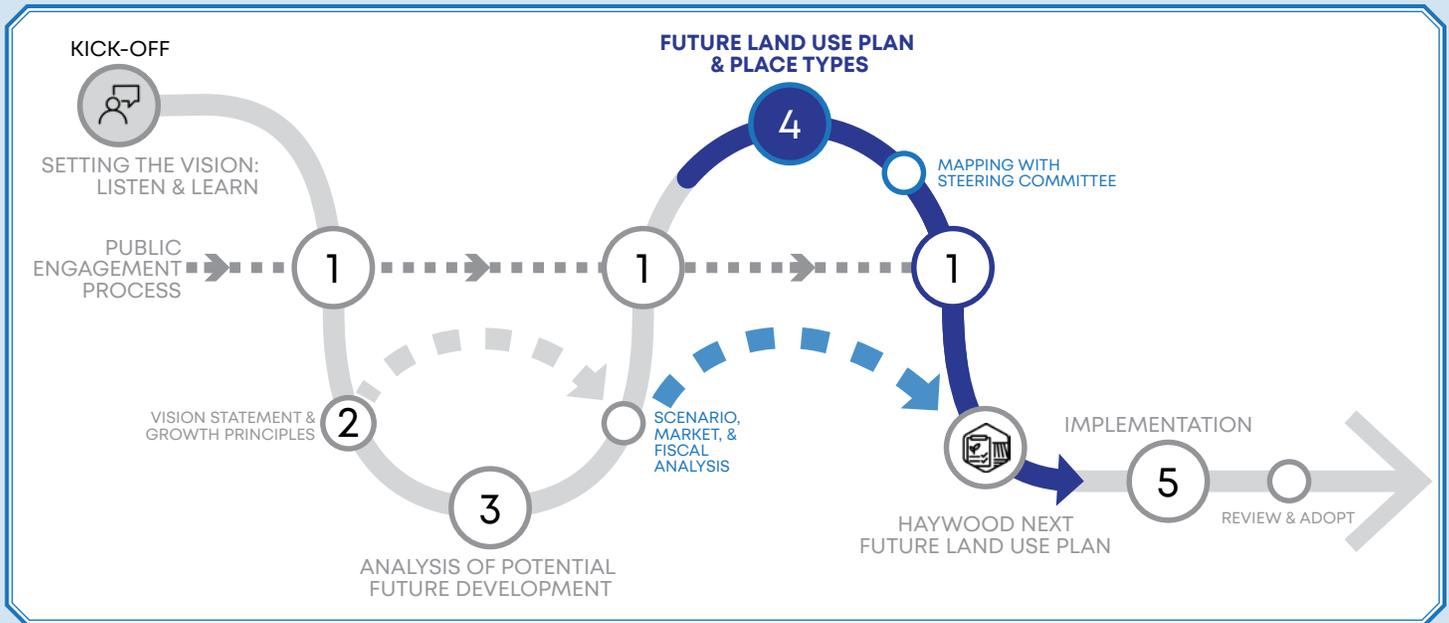
The Future Land Use Plan is built upon the feedback and input received in the public engagement process, the Vision Statement and Growth Principles, Market Analysis, and Fiscal Impact Analysis.

The Steering Committee mapping session held on January 22, 2024 provided the members the opportunity to consider how different patterns of development and land use have a direct impact upon placemaking and county resources. The draft Future Land Use Plan that was developed from that mapping session was tested and shared with the public at an Open House on February 26, 2024, and refined based on community feedback.

The Future Land Use Plan is organized by Land Use Place Types that classify land use typologies within various contexts and at various scales, setting the character of land by use while considering surrounding development and landscape. These Place Types range from lower intensity uses such as “Forest, Agriculture, and ‘Rural Residential’” (FARR) to higher intensity,

like “Town Center.” In addition and in response to feedback received from the community, the Future Land Use Plan lays the foundation and framework for future investment and community planning efforts such as Community Focused Investments and Green Links.

High-level Transportation Strategies included in this chapter seek to balance the provision for safe and efficient mobility for current and future residents while preserving and enhancing the values and attributes that make Haywood County a desirable place to live. The transportation strategies contained herein are tailored to support and enable Haywood County’s Future Land Use vision and may be utilized to help inform future planning studies.





VISION

To ensure that Haywood County respects, preserves, and enhances its values, diversity, history, quality of life, and character as the community grows.

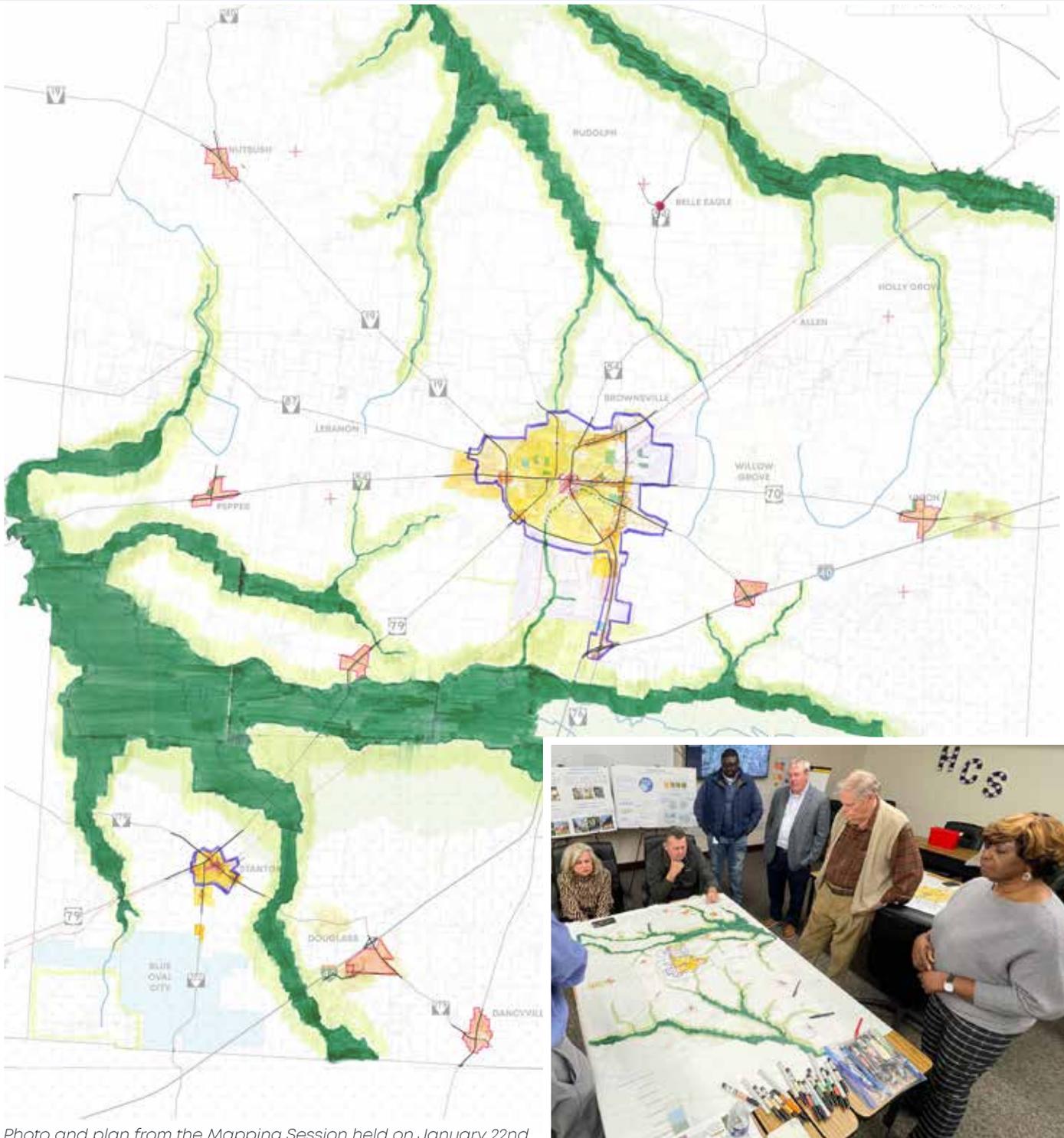


Photo and plan from the Mapping Session held on January 22nd.

Land Use Place Type Descriptions



Open Space

Areas consisting of working farmland, parks, recreation, and environmentally sensitive features, such as floodplains and wetlands.



Forestry, Agricultural, & Rural Residential (FARR)

Countryside characterized by forestry, agricultural, and low-density rural residential uses.



Rural Four-Way

A rural crossroad or focal point of lower density retail, office, civic, light industrial associated with agriculture, and residential uses, providing services for the surrounding countryside.



Neighborhood Residential

Neighborhoods characterized by moderate to lower density residential use primarily composed of single-family, townhomes, and multi-family homes.



Town Residential

Neighborhoods characterized by moderate density residential uses incorporating a variety of housing types, including townhomes, multi-family homes, single-family homes, and small nodes of commercial/retail where integrated into a mixed-use approach to development.



Neighborhood Center

A node that incorporates smaller scale, lower density and intensity mix of uses including commercial, retail, office, residential, and civic uses, serving nearby or adjoining residential neighborhoods.



Town Commercial

Areas of moderate to lower density commercial, retail, office, and civic uses typically associated with larger building footprints. Residential uses may be appropriate where integrated into a mixed-use approach to development.



Town Corridor

Higher to moderate density/intensity retail, commercial, office, civic, residential use typically located along and adjacent to primary transportation corridors.



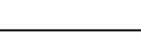
Town Center

A community core with a concentrated variety and mix of higher density/intensity retail, commercial, office, civic, residential, and light industrial uses consisting of smaller scale maker spaces.



Employment Center

Areas of varying density and intensity of uses consisting of office, civic/institution, light industrial, and heavy industrial uses. The potential nature of uses within these areas will require additional consideration informed in part by specific sites, proposed development, and surrounding context.

COLOR	PLACE TYPE	USES	Residential	Commercial / Retail	Office	Agricultural	Heavy Industrial	Light Industrial	Civic / Institution*	Parks / Recreation*
	Open Space		○	○	○	○	○	○	○	○
	Forestry, Agricultural, & Rural Residential (FARR)		○	○	○	○	○	○	○	○
	Rural Four-Way		○	○	○	○	○	○	○	○
	Neighborhood Residential		○	○	○	○	○	○	○	○
	Town Residential		○	○	○	○	○	○	○	○
	Neighborhood Center		○	○	○	○	○	○	○	○
	Town Commercial		○	○	○	○	○	○	○	○
	Town Corridor		○	○	○	○	○	○	○	○
	Town Center		○	○	○	○	○	○	○	○
	Employment Center		○	○	○	○	○	○	○	○

* Civic / Institution and Parks / Recreation are permitted in all Place Types.

○ Not Permitted

○ Permitted

Future Land Use Plan

Summary

The Haywood County Future Land Use Plan embodies a land-use and future development pattern that better supports the viability of working farmland while supporting investment throughout the County as a means to better ensure the quality of life of all residents benefits from anticipated change over the coming decade. The ability for property owners to benefit from accrued generational investment is supported in the Future Land Use Plan. To best align with the overall community's Vision and Growth Principles, development within the FARR area is described by patterns such as "Conservation Clusters" or at densities and intensities that align with and support a working agricultural landscape. The Future Land Use Plan calls for the greatest focus of investment with the County to occur in and near existing rural communities providing both new housing options as well as the potential for associated small-scale retail, services and amenities.

The plan also responds to residents' desire for greater access and improved public services and amenities by describing locations across the County for potential future investment in public facilities and by describing the framework for a potential County-wide "Greenprint" (Parks, Open Space and Trail) system. Taken together, the plan offers the opportunity to introduce new vibrancy and improved quality of life within the County's varied and unique rural communities.

GROWTH PRINCIPLES

**1 Growth Principle #1
Grow & Protect**

**2 Growth Principle #2
Guide & Focus**

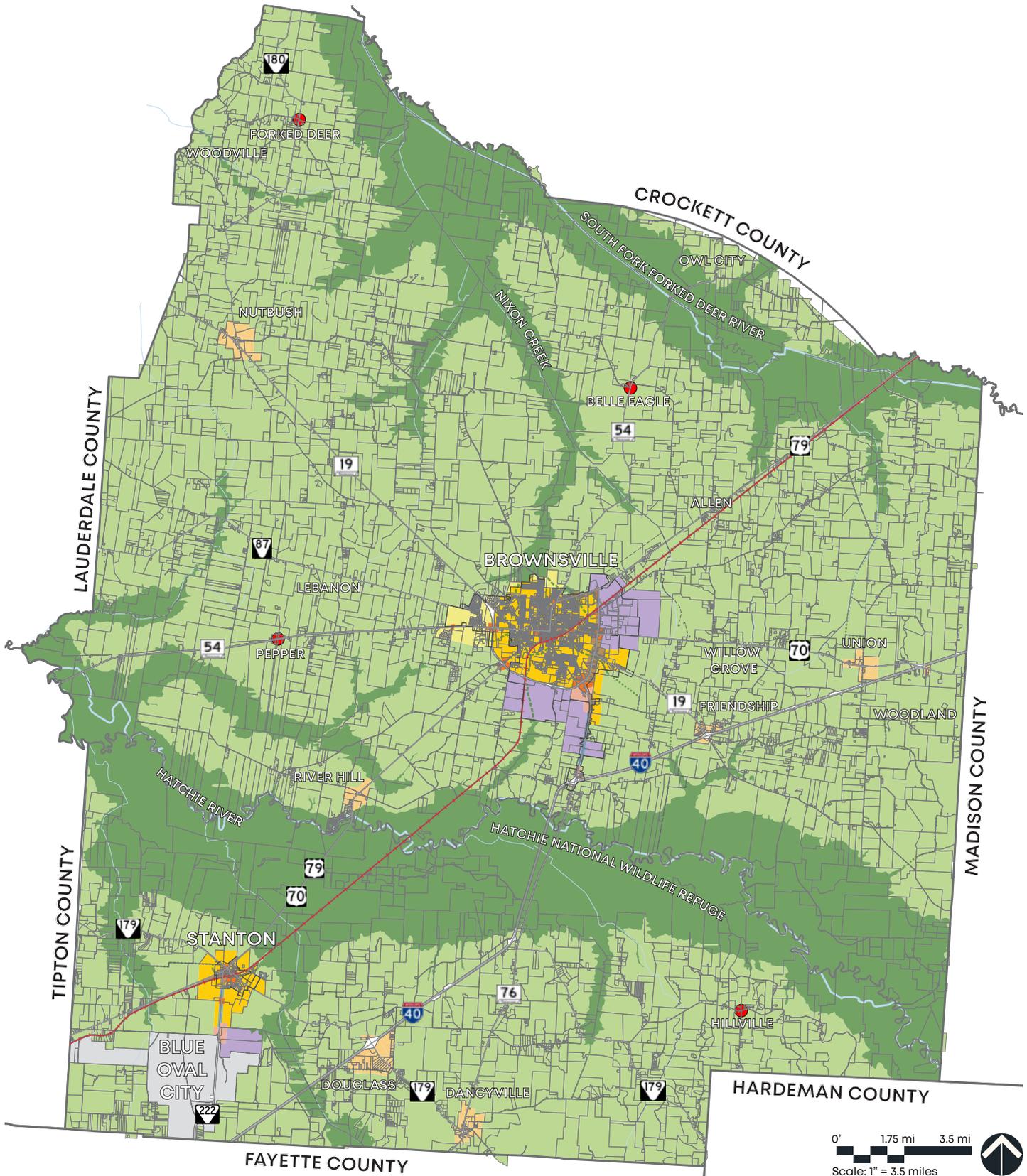
**3 Growth Principle #3
Invest in Existing**

**4 Growth Principle #4
Accessibility to Facilities**

**5 Growth Principle #5
High-Quality & Inclusive**

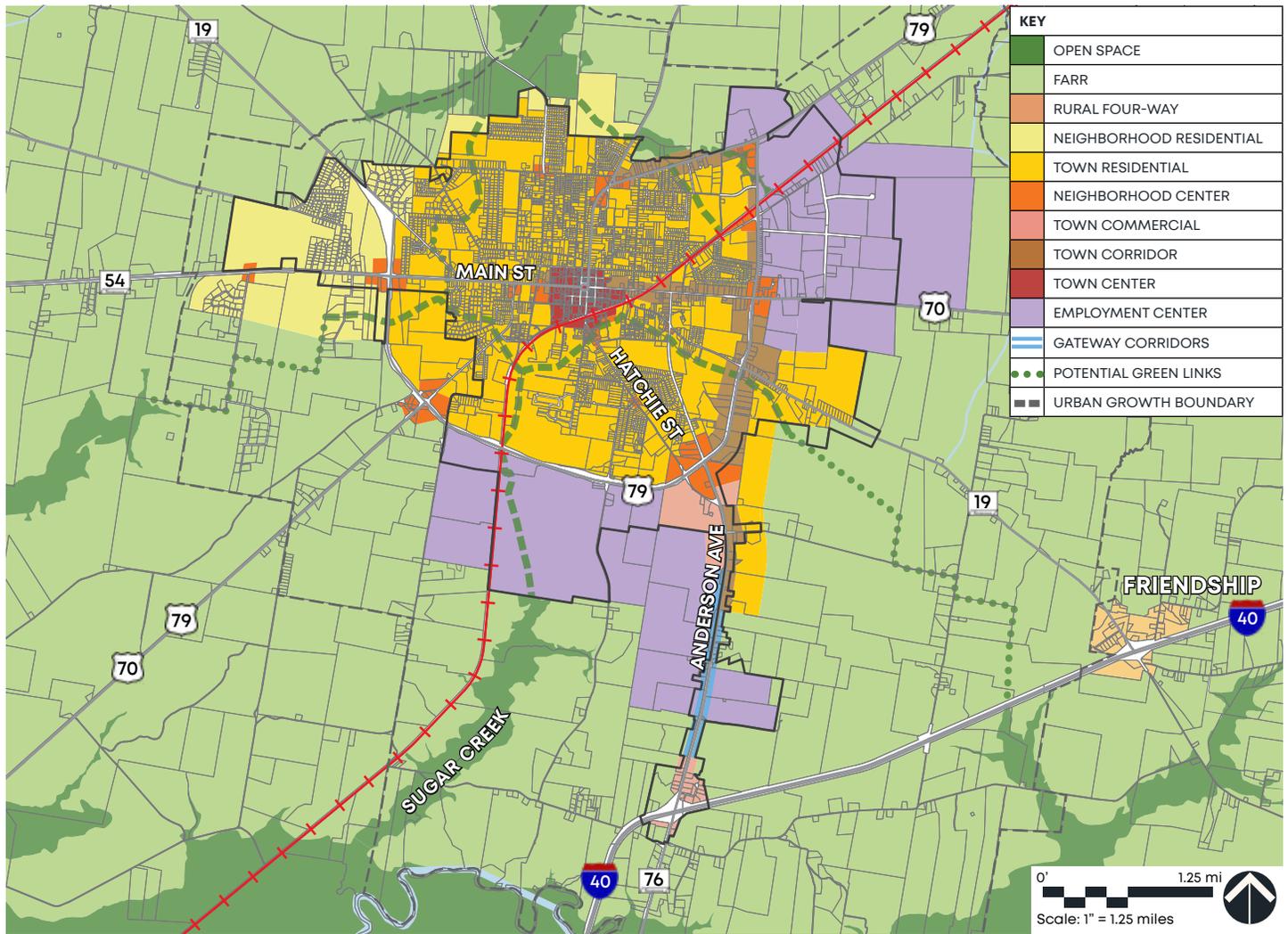
**6 Growth Principle #6
Maintaining Attainability**

**7 Growth Principle #7
Improve Connectivity**



Key			
	Open Space		Community Focused Investment
	FARR		Gateway Corridors
	Rural Four-Way		Potential Green Links
	Neighborhood Residential		Town Corridor
	Town Residential		Town Center
	Neighborhood Center		Employment Center
	Town Commercial		

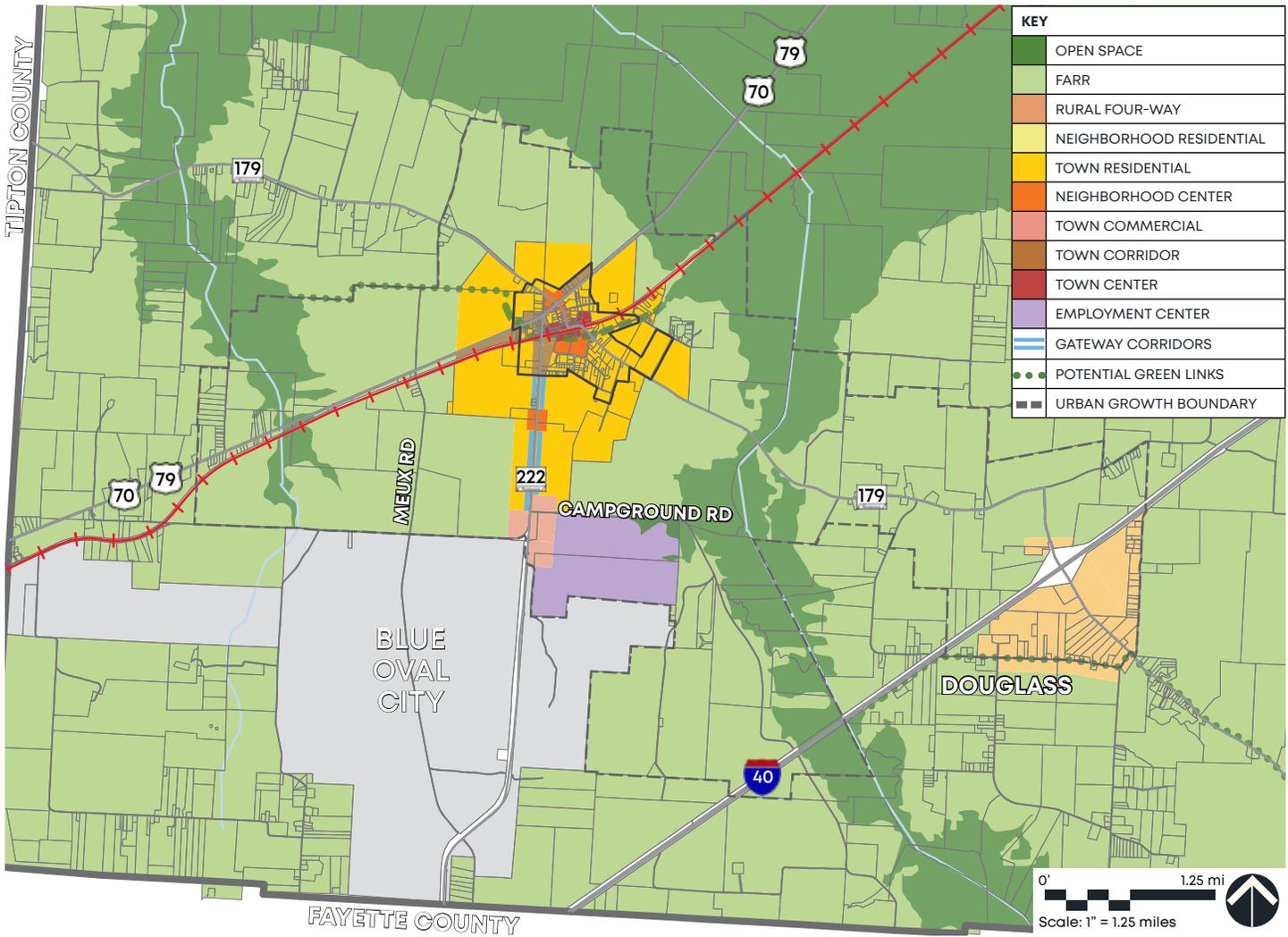
Future Land Use Plan - Brownsville



Summary

The City of Brownsville Future Land Use Plan describes a land-use and future development pattern that is very much focused in and adjacent to the existing City. Within these areas, infrastructure, utilities and services are either already provided in whole or in part or may be more easily and affordably expanded. Resident’s clearly described a vision for a vibrant, attainable and inclusive City that may best be achieved by a wide variety of land-use types and scales across the community including small-scale incremental in-fill of vacant residential lots, investment in underutilized buildings and properties, mixed-use investment along aging corridors, opportunities to attract new retail and commercial services at a variety of scales, and an expanded and more robust downtown. Based on feedback received from the public, existing plans, and economic development efforts, industrial uses proposed within the Employment Center to the south of the City would benefit from close scrutiny and potential limitation of heavy industrial uses which would be better suited in the Employment Center depicted on the east side of the City. In consideration of its unique role as well as public feedback, the Future Land Use Plan defines Anderson Avenue as a “Gateway Corridor” which denotes elevated consideration regarding all aspects of design. Together, the plan describes a foundation for investment and change in ways that will better achieve the City’s shared Vision for a vibrant, diverse and attainable community for generations to come.

Future Land Use Plan - Stanton



Summary

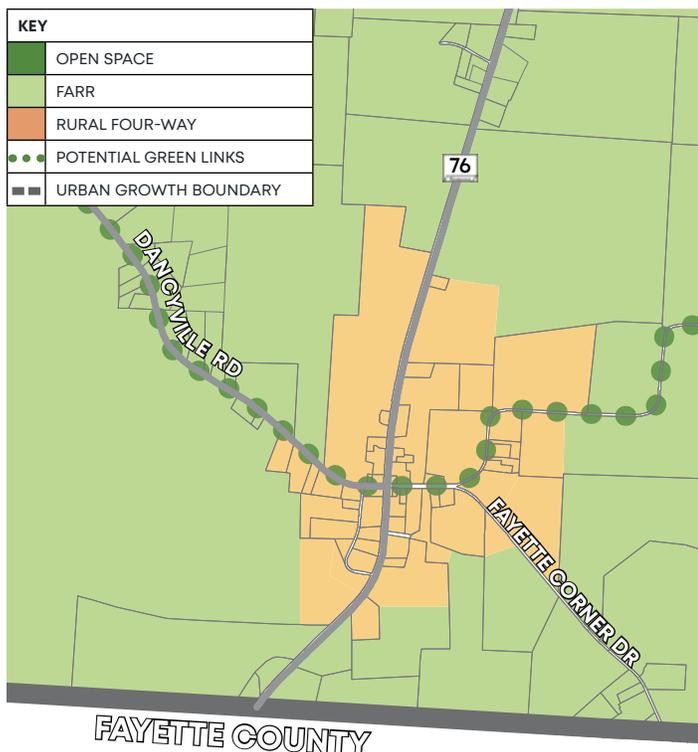
The Town of Stanton Future Land Use Plan describes a land-use and future development pattern that is very much focused in and adjacent to the existing Town. The Vision for a vibrant, well-scaled and mixed-use “Depot Square” is reflected in the “Town Center” and “Neighborhood Center” areas in the heart of the community. Adjacent to and surrounding this revitalized center, a mix of residential uses, scales and types better supports development of attainable and expanded housing choices. In response to increasing traffic volumes and resident’s desire for additional retail and commercial services at a variety of scales, the Future Land Use Plan describes a mixed-use approach to land-use along Highway 70 and State Route 222. Provision of the “Employment Center” area supports a diverse land-use portfolio benefiting long-term fiscal stability and flexibility. Existing infrastructure capacity requires that proposed industrial uses within the “Employment Center” be subject to close scrutiny and which will likely limit heavy industrial uses over the timeframe of this plan. The general land-use approach also better responds to near-term limitations regarding infrastructure capacity that may be resolved by the 10-year horizon of the Future Land Use Plan. State Route 222 is defined as a “Gateway Corridor” denoting elevated consideration regarding all aspects of design given its role as a primary route through the community. Together, the plan describes a foundation for investment and change that will better achieve the community’s vision of building upon Stanton’s strengths and potential to create an inclusive, attainable, and vibrant community for existing residents and generations to come.

Future Land Use Plan - Communities

Summary

The Future Land Use Plan describes a land-use and future development pattern this is focused around several Rural Four-Way communities: Dancyville, Douglass, Friendship, Nutbush, River Hill, and Union. Residents defined a vision that includes investment within these areas to support existing businesses, and/or re-introduce access to retail and community services and amenities for area residents. To better support this vision, the Plan also describes introducing new and a greater variety of housing types and choices at appropriate scales and patterns. This introduction of new, attainable housing will build upon the foundation provided by the existing community while affording existing residents the opportunity to benefit from the added vibrancy and new or improved access to services.

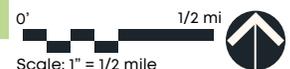
While the land-use and development patterns describe greater intensity when compared to adjacent FARR and Open Space areas and enable property owners to benefit from the accrued generational investment should they chose to do so, near-term infrastructure capacity constraints will likely limit densities and intensity through the 10-year horizon of the Future Land Use Plan. New service infrastructure, public facilities, and amenities should be focused within Four-Way communities to improve the quality of life in the surrounding area, increase access to amenities for the greatest number of residents, and improve the viability of a variety of retail and commercial services. This focused approach is also supportive of existing community plans pertaining to emergency services, community centers and better ensures more residents benefit from investments made across the County.



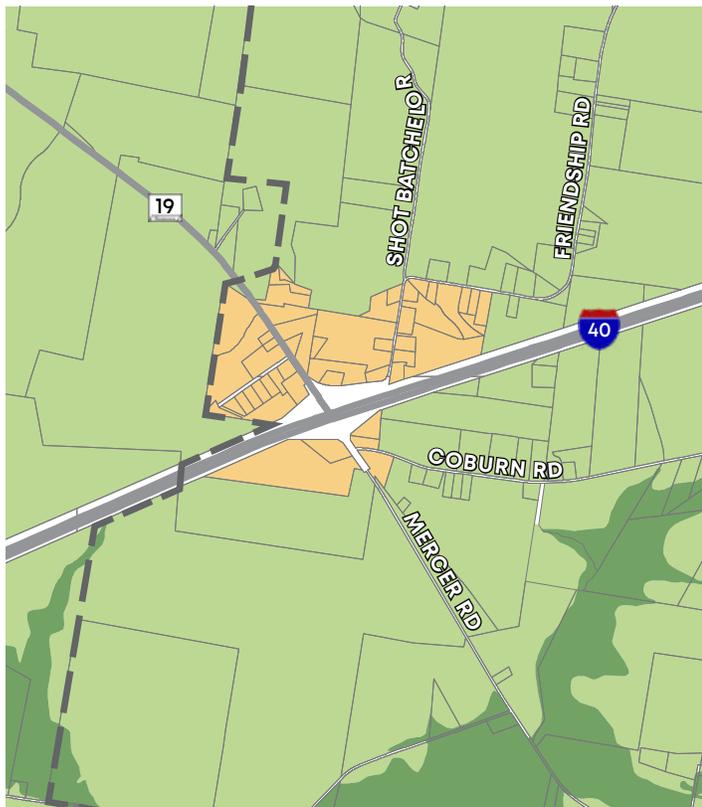
Dancyville



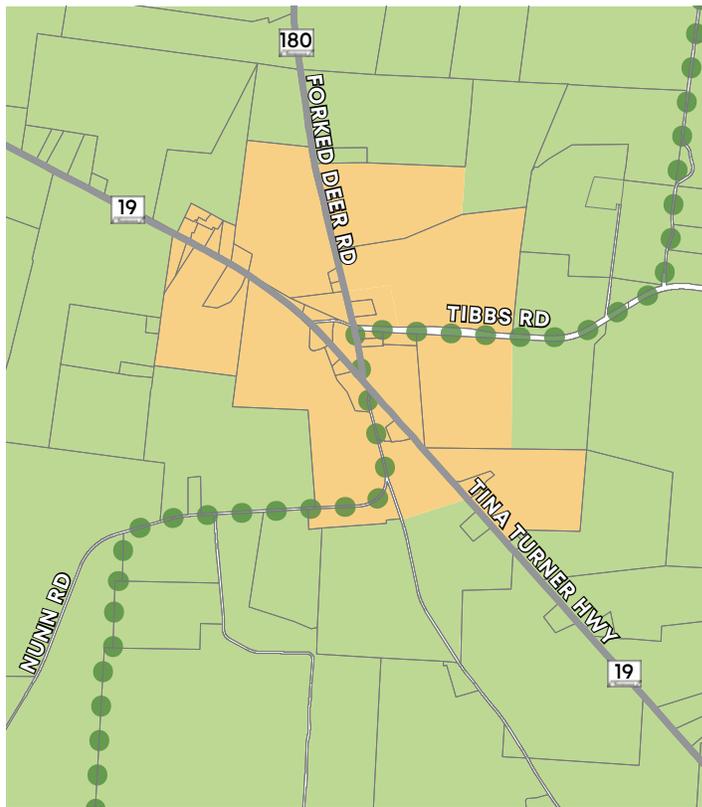
Douglass



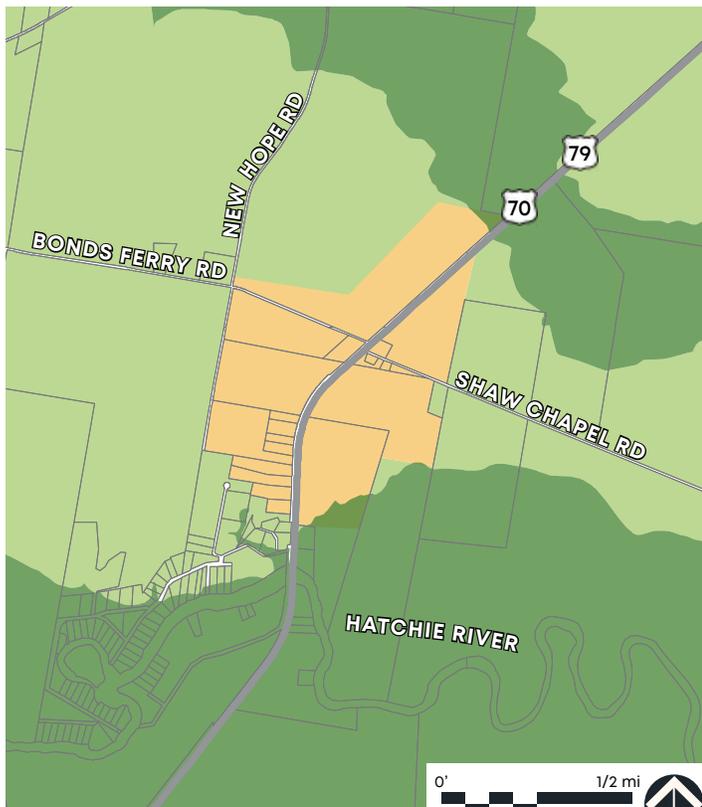
Future Land Use Plan - Communities



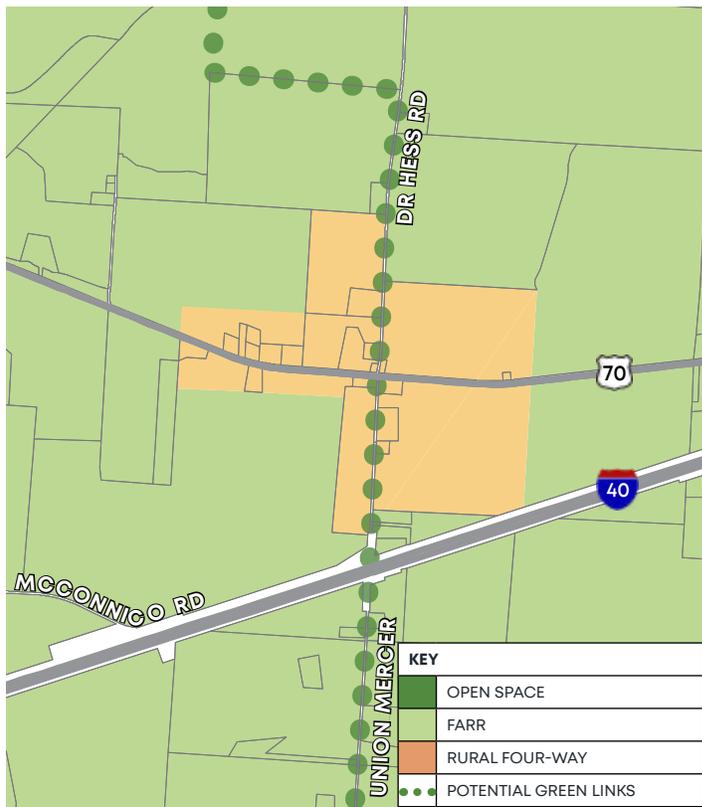
Friendship



Nutbush



River Hill



Union

KEY	
	OPEN SPACE
	FARR
	RURAL FOUR-WAY
	POTENTIAL GREEN LINKS
	URBAN GROWTH BOUNDARY

Open Space

Land Use Intent

Open Space are areas appropriate for agricultural production, active or passive recreation and environmental preservation. Areas of Open Space have a wide range of sizes including linear or constrained configurations such as utility easements, waterways, wetlands, and floodplains, such as the Hatchie, and South Fork of the Forked Deer and their tributaries. Various forms of open space occur across the county ranging from urban parks to rustic trails, waterways for fishing, and seasonal hunting. Development of new housing and other higher intensity uses is discouraged in line with public feedback which described limiting investment in areas subject to enhanced flood risk. Open space supports continued farming and the areas agricultural economy, promotes a rural sense of place, active lifestyles, improves quality of life, and offers opportunities to connect with nature.

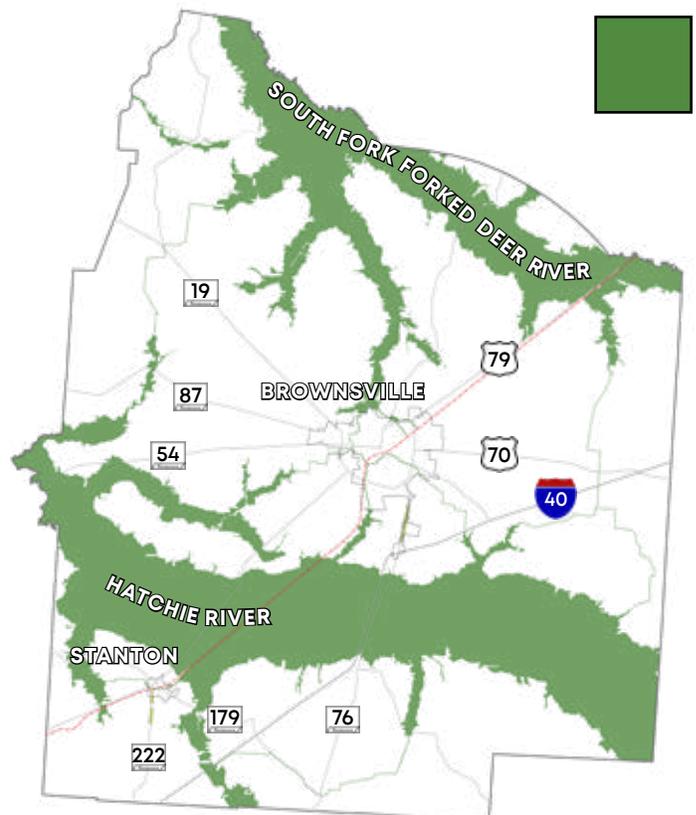
The Hatchie River is a Class I scenic river and as such, no new roads or buildings shall be constructed, and there shall be no mining. The cutting of timber shall be allowed pursuant to reasonable regulations issued by the commissioner of environment and conservation, which regulations shall be consistent with commonly accepted tree farming practices. (Refer to TCA 11-13-111)

General Development Character

Open Space areas contain minimal development of diverse special use building forms, including agricultural uses, performance venues, pavilions, farmers markets, visitor centers, lodges, cabins, campgrounds, and boat/canoe houses. Most buildings tend to blend well with the natural landscape and respond to known or potential constraints such as regular or seasonal flooding. The Hatchie River and South Fork of the Forked Deer, along with their tributaries, offer opportunities for trail networks, sports and recreation, tourism development, and facilitation of wildlife movement.

General Development Form

Development Pattern
Low intensity special use buildings
Residential Density
N/A
Non-Residential Intensity
Limited to recreation, other special uses
Building Height
1 - 2.5 stories
Public Space Features
Natural and passive open space, multi-use trails, sports & recreation fields, linear parks
Parking
Small parking areas near amenities



Haywood County - Open Space Place Type

Example Open Space Development



Character Imagery



<https://paddling.com/paddle/locations/charles-river-elm-bank>
 Designated access points along rivers and streams for kayaking, canoeing, and boating.



Expand and connect biking networks to and through wooded and natural areas.



<https://www.knoxroadtripper.com/start/knoxville-boardwalk>
 Accessible boardwalks and trails to connect residents to natural areas.



National Park Service
 Small pavilions provide opportunities for gathering and rest in natural areas.

Forestry, Agriculture, and Rural Residential (FARR)

Land Use Intent

Forestry, Agricultural, and Rural Residential (FARR) are important components of the agrarian West Tennessee countryside cherished by Haywood County residents. This land use is spread out across the countryside, contributing to agricultural sustainability, environmental preservation, and the preservation of the rural lifestyle and landscape. Maintaining and enhancing the viability of the area’s high quality and productive farmland should be considered as part of land use discussion and decisions. FARR allows for the construction of homes and farmlets on larger lots as well as clustered single-family homes at a more moderate density, preserving significant areas for farming, forestry, and natural preserve. This approach seeks to balance residential growth, the ability of property owners to benefit from accrued generational wealth, and the preservation of the rural countryside.

General Development Character

The character can be described as a balanced mix of farming, natural landscape, and dispersed larger lots. The diversity of housing options in the countryside, such as clustered development, agrarian focused communities, and farmlets accommodate a range of lifestyles that better enables attainability and enhances the character of these areas. Activity centers that incorporate shared often temporary uses such as produce markets, and handcrafted products and artwork are encouraged. Wildlife corridors and the integration of trail networks connecting FARR, Open Space and other place types should be incorporated. As roadway improvements are considered, existing site specific landscape and terrain conditions should be studied to retain the unique quality, character, and appeal of rural roadways, preserve and enhance the productive rural countryside, improve connectivity, and enhance safety for area residents.

General Development Form

Development Pattern
Lower intensity buildings, conservation clusters
Residential Density
1.0 dwelling unit per 2.0 - 12.0 acres (typical)
Non-Residential Intensity
Limited to agriculture, recreation
Building Height
1 - 2.5 stories
Public Space Features
Natural areas, forest, greenways, trail corridors
Parking
Off-street parking to the side or rear of buildings



Haywood County - FARR Place Type

Example FARR Development



Character Imagery



Maintain and enhance the viability of the areas high quality and productive farmland.



Preserve and enhance scenic roads by considering site and terrain conditions prior to improvements.



Consider site specific terrain to maintain and enhance working agriculture and preservation of important natural features.



Larger lot conditions can preserve the rural countryside and support small-scale farmlets within the FARR.

Rural Four-Way

Land Use Intent

Four-Ways provide small nodes of commerce, services, social connection, and local identity. They are typically located at important crossroads and anchored by a combination of small-scale commercial, retail, office, agribusiness, schools, churches, and civic uses. In the past, Four-Ways supported the surrounding population within the agrarian and natural landscape, providing a place for area residents to live, gather, learn, worship, and purchase or sell goods. A Four-Way is a social center for the surrounding community and may incorporate farmers markets, recreation, as well as special events and community programming. The provision of local amenities and services enable Four-Ways to serve as an ideal location for additional, if limited, locations for a variety of housing types.

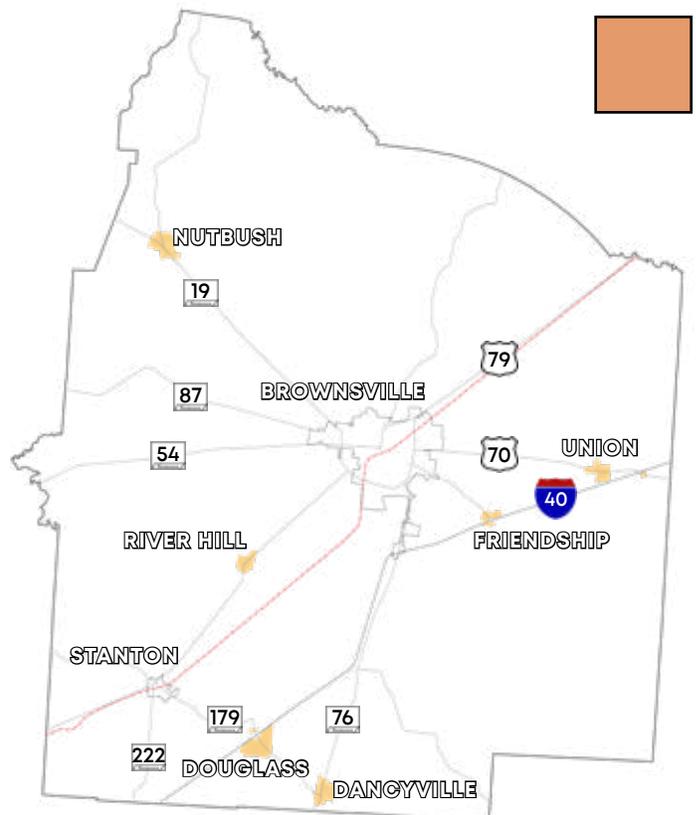
General Development Character

Buildings may take the form of homes, paired townhomes, general stores, restaurants, and agribusinesses, such as cotton gins, supplies, or terminals, and seasonal storage while providing a commercial and small employment anchor for the community. Intimately scaled buildings allow parking areas to remain small, matching the rural context. As a Four-Way grows, it is imperative that historic rural character is maintained and enhanced where appropriate, that intensity of use is supported by appropriate infrastructure and the unique identity of the community is protected and celebrated. Roadways should respect the rural character by preserving existing landscape and setbacks, while improving connectivity and pedestrian safety. Roads that pass through rural Four-Ways should be opportunities for traffic calming measures, including but not limited to, pedestrian crossings, on-street parking, or varied road surface materiality.

General Development Form

Development Pattern
Low to moderate intensity buildings
Residential Density
1.0 dwelling unit / acre (average); Higher density in association with special overlays*
Non-Residential Intensity
Approximately 0.35 - 0.5 FAR (typical)
Building Height
1 - 3 stories
Public Space Features
Informal & neighborhood parks, greenways,
Parking
On-street parking, front parking where existing, off-street parking to the side or rear of buildings

* Refer to Glossary located in the Appendix



Haywood County - Rural Four-Way Place Type

Example Rural Four-Way Development



Character Imagery



Community spaces can accommodate a variety of uses and provide support for local farms.



Restaurant and retail spaces should incorporate ground floor and exterior spaces to activate the street.



Churches and other civic/institutional uses should address the primary street and provide parking to the side or rear.



Homes should address streets and sidewalks (where applicable) and incorporate less formal landscape features.

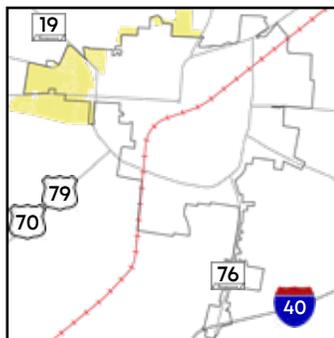
Neighborhood Residential

Land Use Intent

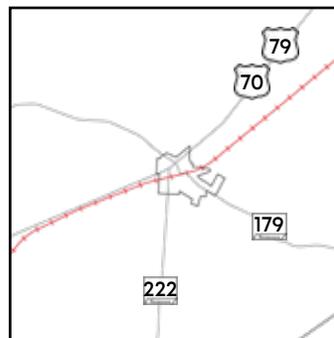
An essential component of communities, Neighborhood Residential offers a range of home types and scales for people to live near amenities, services, and other residents. Typically, Neighborhood Residential areas are located within or on the outskirts of municipal boundaries. Small-scale contextual commercial, retail, and office shall be permitted in Neighborhood Residential only where such uses are well incorporated into the neighborhood as part of a holistic approach to placemaking. Neighborhoods are designed to provide a range of housing types and scales, neighborhood parks, and amenities that serve the needs of residents and enhance their quality of life. Neighborhood Residential areas provide a community-oriented living environment.

General Development Character

Building forms are characterized by single-family detached homes and where appropriate, duplexes, townhomes and small-scale multi-family homes, compatible with the scale and character of the neighborhood. Parks and public space that encourage outdoor recreation, social connections, and a sense of belonging are focal points. The design of Neighborhood Residential should include an interconnected street network with consideration for walkability, bicyclists and neighborhood streets designed so as to reduce travel speeds supportive of safety and mobility for all residents.



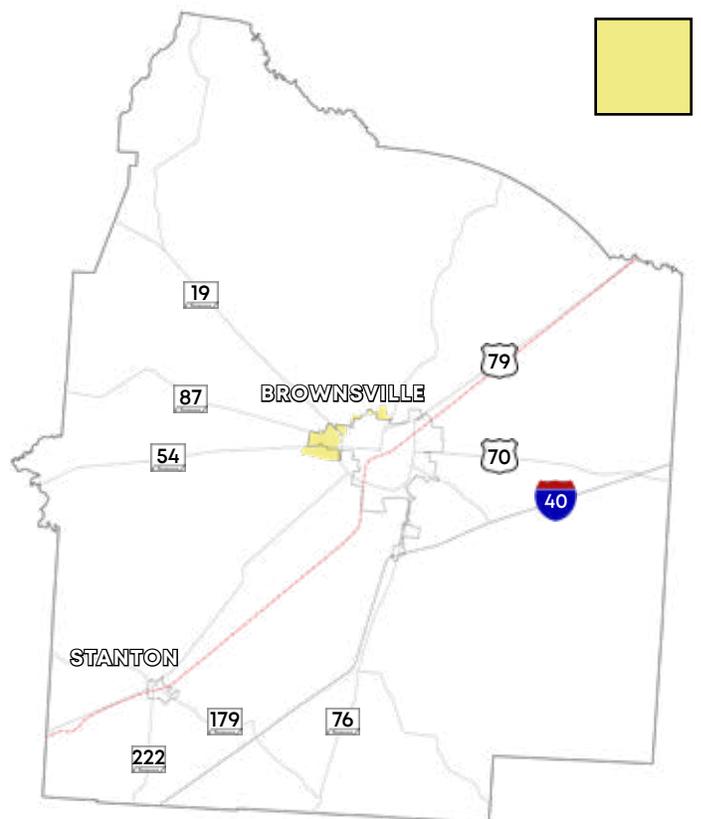
Brownsville



Stanton

General Development Form

Development Pattern	Detached & attached residential
Residential Density	4.0 - 8.0 dwellings units / acre (typical)
Non-Residential Intensity	Restricted to small-scale, neighborhood oriented commercial upon special consideration
Building Height	1 - 2.5 stories
Public Space Features	Amenity centers, parks, recreational fields, greenways
Parking	On-street (informal), private enclosures, driveways, small parking areas



Haywood County - Neighborhood Residential Place Type

Example Neighborhood Residential Development



Character Imagery



Neighborhoods should have interconnected sidewalks and streets.



A variety of home types are encouraged including townhomes, single-family homes.



Small-scale neighborhood parks that promote walkability and social connections.



A diverse range of homes sizes are encouraged to better support livability and attainability across all age groups.

Town Residential

Land Use Intent

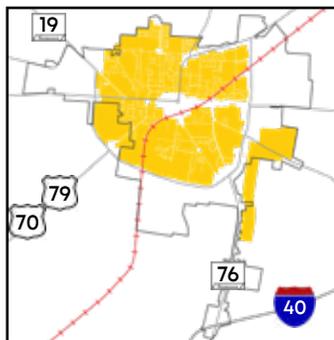
Town Residential enables neighborhoods with a diverse range of housing options, fostering a balanced and inclusive environment for a broad range of households, families, ages, and incomes. Typically, they are located within municipal limits, and contribute to community vitality and livability. A sense of place where people can live, work, shop, and socialize is created by providing a variety of home types and options near other uses. Contextual commercial, retail, and office shall be permitted in Town Residential only where such uses are well incorporated into the neighborhood as part of a holistic approach to placemaking. The moderate density of development also promotes more efficient land use and infrastructure utilization.

General Development Character

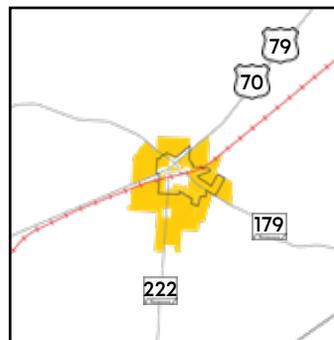
Building forms are characterized primarily by a mix of housing types, ranging from single-family homes, townhomes, and multi-family homes. Streets incorporate sidewalks and pedestrian-friendly features such as pedestrian scaled lighting and street trees. Green spaces, parks, and community amenities should be located within walking distance of residents. The focus is on creating a balanced and inclusive environment that promotes walkability, encourages social interaction, provides access to multimodal transportation, and is near or supported by a variety of services, amenities, and community anchors.

General Development Form

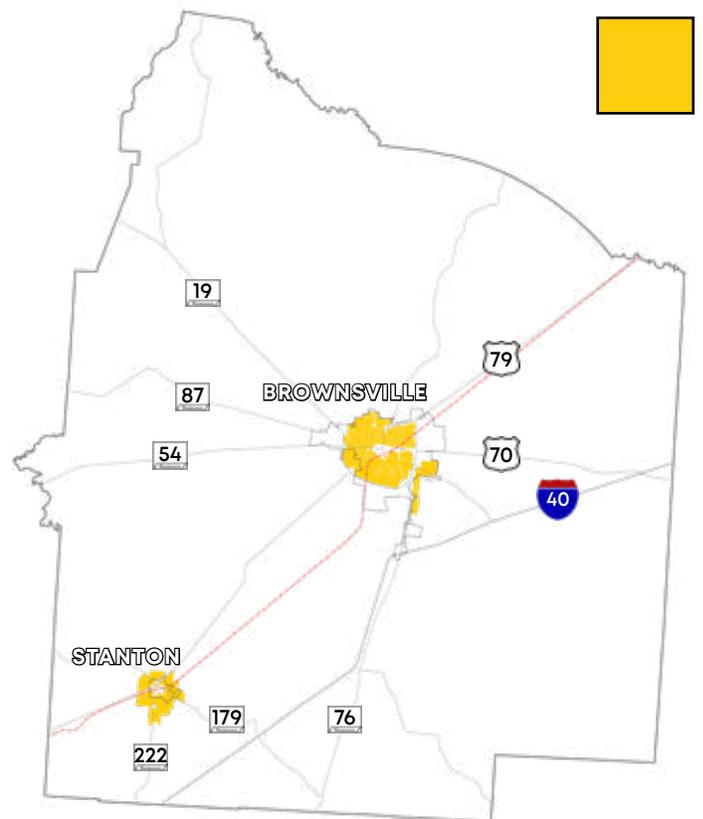
Development Pattern	Moderate intensity buildings
Residential Density	6.0 - 12.0 dwelling units / acre (typical)
Non-Residential Intensity	Approximately 0.5 FAR (typical), neighborhood oriented commercial upon special consideration
Building Height	1 - 3 stories
Public Space Features	Parks, sports & recreation fields, greenways, improved stormwater features
Parking	On-street parking (formal & informal), private enclosures, driveways, small parking areas



Brownsville



Stanton



Haywood County - Town Residential Place Type

Example Town Residential Development



Character Imagery



Incorporate a variety of passive and active green spaces and parks within neighborhoods.



Well-scaled multifamily homes that engage with streets and sidewalks provide diversity in home types



A variety of home types and scales within a walkable neighborhood.



A diverse range of homes sizes are encouraged to better support livability and attainability across all age groups.

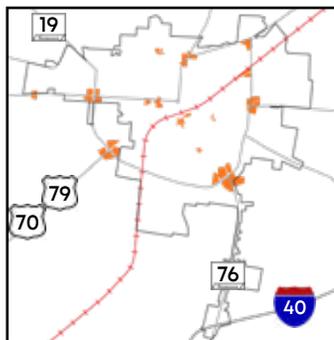
Neighborhood Center

Land Use Intent

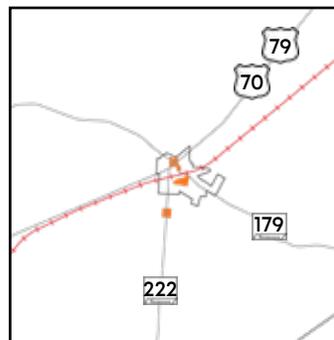
Neighborhood Centers are local activity nodes often composed of a mix of uses to provide improved access to services and goods. Typically, these nodes are walkable and convenient to adjacent neighborhoods. Frequently, Neighborhood Centers will include restaurants, shopping, local businesses, public space, and amenities. They may include an anchor such as a food market or grocery, a health and wellness center, or a community facility catering to the immediate needs of residents. Neighborhood Centers should be well connected via local streets, sidewalks, and bike facilities to surrounding neighborhoods. Associated activities, special events, and programming help define a Neighborhood Center as a place to gather and meet, and strengthen the shared sense of community. The distribution of Neighborhood Centers in Brownsville and Stanton is such that residents are no further than a 1/2 mile or 10 minute walk of neighborhood retail and service options.

General Development Character

Building forms are characterized by a combination of small to mid-size retail and occasional outparcels along the frontage of roadways. Buildings may consist of a single use or a mix of uses and scales. Neighborhood context, lighting, signage and wayfinding should be specifically considered within Neighborhood Centers. Major emphasis should be placed on streetscapes, landscaping, and site furnishings for a pleasant experience as well as screening of parking, service, mechanical, and utility equipment. Smaller-scale parking areas, an inviting pedestrian network interconnected with adjacent neighborhoods, and a convenient location with adequate infrastructure are critical to the Neighborhood Center.



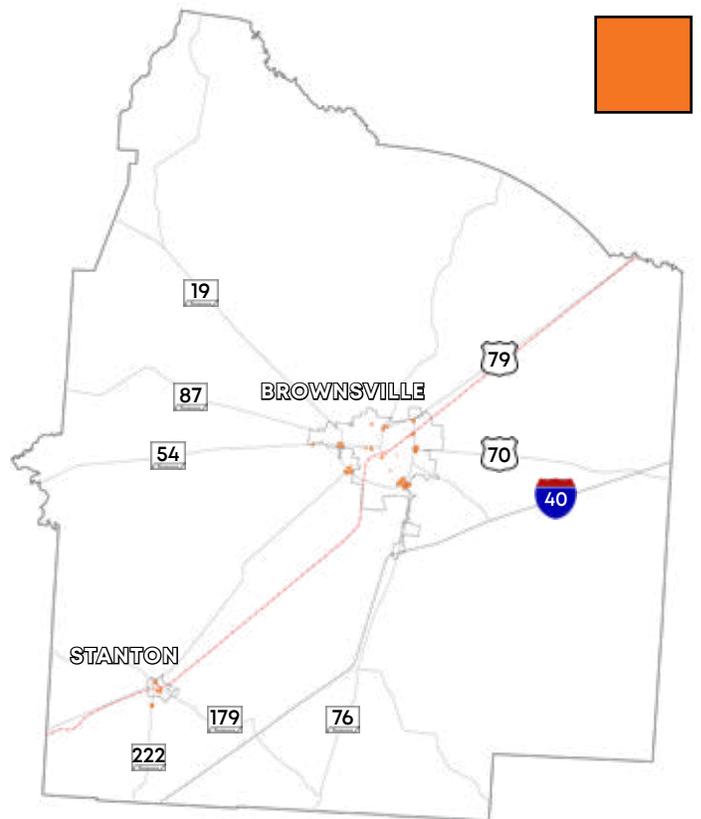
Brownsville



Stanton

General Development Form

Development Pattern	Lower to moderate intensity single use & mixed-use buildings
Residential Density	6.0 - 18.0 dwelling units / acre (typical)
Non-Residential Intensity	Approximately 0.35 - 0.5 FAR (typical)
Building Height	1 - 3.5 stories
Public Space Features	Activated & programmed parks, small plazas, greenways, pocket parks
Parking	On-street parking (formal), private enclosures, interconnected & shared parking is encouraged



Haywood County - Neighborhood Center Place Type

Example Neighborhood Center Development



Character Imagery



Opportunity for infill of local retail within existing residential fabric along a busy street.



Small-scale neighborhood retail and services are well connected to adjacent neighborhoods via streets and sidewalks.



Porches and stoops provide privacy for ground floor residential uses within neighborhood centers.



Small to medium scale mixed-use infill opportunity with live-work uses on the ground floor and residential units above.

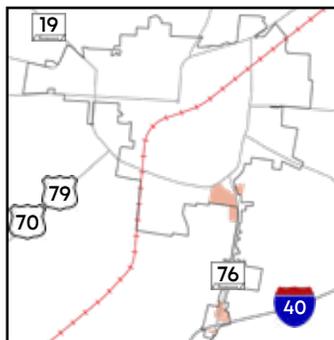
Town Commercial

Land Use Intent

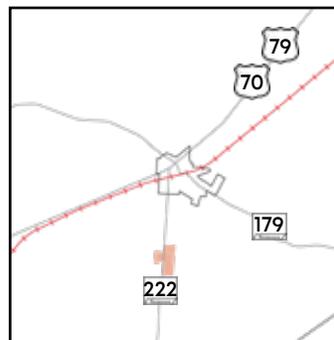
Town Commercial areas typically consist of larger, more contiguous footprints of commercial, retail, hospitality, and service uses, concentrated near and adjacent to the intersections of major roadways. Town Commercial areas are convenient to residents and major transportation routes and are suitable for large retail anchors, hotels, entertainment venues and destinations typically designed to provide services and goods to both the local and regional market. Additional smaller scale retail, moderate intensity outpatient services, and higher intensity community facilities may also be located within Town Commercial areas. Residential uses may be incorporated not as stand-alone uses but where such uses are well incorporated into the area as part of a holistic approach to placemaking.

General Development Character

Except for hospitality, civic, and institutional uses, building forms are characterized by larger format, in-line, one-story retail and office, and often contain anchor stores with large building footprints, parking areas, and outparcels along the frontage of roadways. Pedestrian and vehicular connectivity should be integrated and coordinated between individual uses and parcels to provide ample connections between uses, buildings, bike facilities, and to adjoining neighborhoods and land uses. Land-use decisions regarding Town Commercial should give additional consideration to existing and proposed community infrastructure and capacity. The location of Town Commercial areas at gateways and approaches to Stanton and Brownsville call for investment to be of a character, scale, and pattern that embodies the qualities defined in the Vision and Growth Principles.



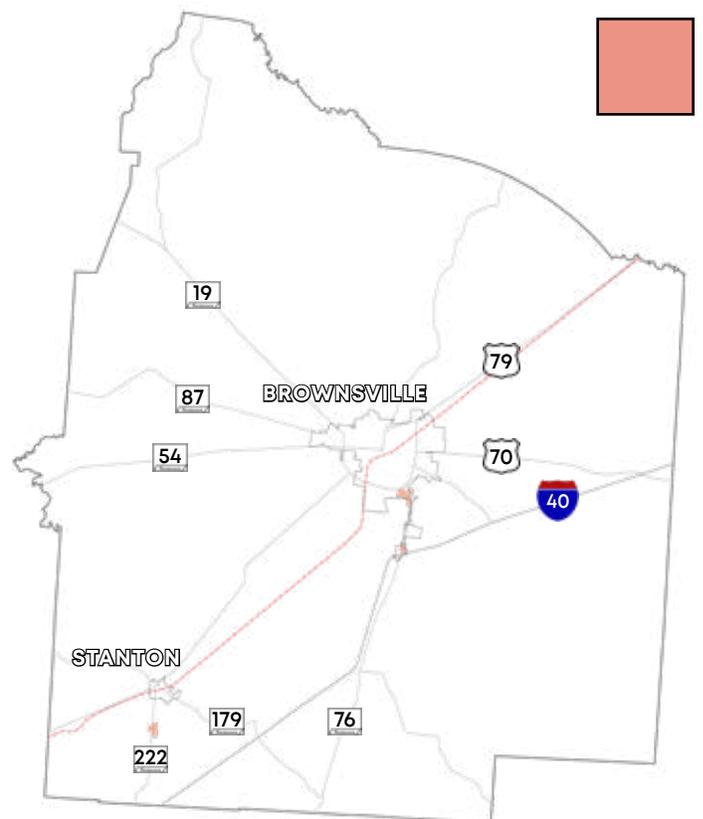
Brownsville



Stanton

General Development Form

Development Pattern
Concentration of moderate intensity buildings with large footprints & associated parking areas
Residential Density
6.0 - 18.0 dwelling units / acre (where applicable)
Non-Residential Intensity
Generally less than 0.35 FAR (typical)
Building Height
1 - 5 stories (typical)
Public Space Features
Plazas, pocket parks, programmable spaces, greenbelts, improved stormwater features
Parking
Interconnected shared parking



Haywood County - Town Commercial Place Type

Example Town Commercial Development



Character Imagery



Shopping centers should integrate pedestrian and vehicular routes between uses, buildings, and to adjoining neighborhoods.



Incorporate activated public spaces within commercial centers.



Retail addresses the primary street and parking lot to promote walkability and connectivity between adjacent parcels and uses.



Development incorporates, and engages with streets and sidewalks that are complimentary to adjacent uses and major road ways.

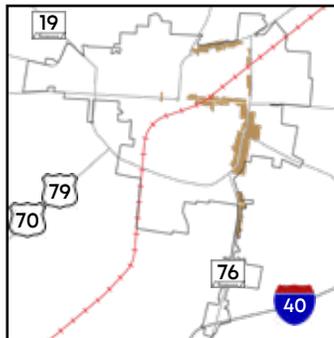
Town Corridor

Land Use Intent

Town Corridor is a linear pattern of moderate to higher density along primary transportation corridors. These corridors vary in character and use ranging from established residential neighborhoods, attached housing, civic, commercial, office, and industrial uses. Redevelopment may consist of a vertical mix of uses. Town Corridors should incorporate design features promoting safe, aesthetically pleasing, and efficient vehicle and pedestrian mobility. Investment in incompatible uses and sites should seek to minimize negative impacts on surrounding uses and may consider relocation to better suited sites in Brownsville and Stanton over the coming years. The Town Corridor does not act as a primary activity hub but uses may be accompanied by programmable public space and linear parks.

General Development Character

Building forms may be characterized by small to medium format retail and outparcels along the frontage of roadways and may consist of a horizontal or vertical mix of uses. Improved pedestrian and vehicular connectivity should be well integrated along the roadway network to other uses and buildings within the site and adjacent properties, buildings, and neighborhoods. The scale and character of investment in corridors, specifically those that provide an approach to the Town Center areas, should incorporate the same quality and pedestrian oriented focus of those in the Town Center.



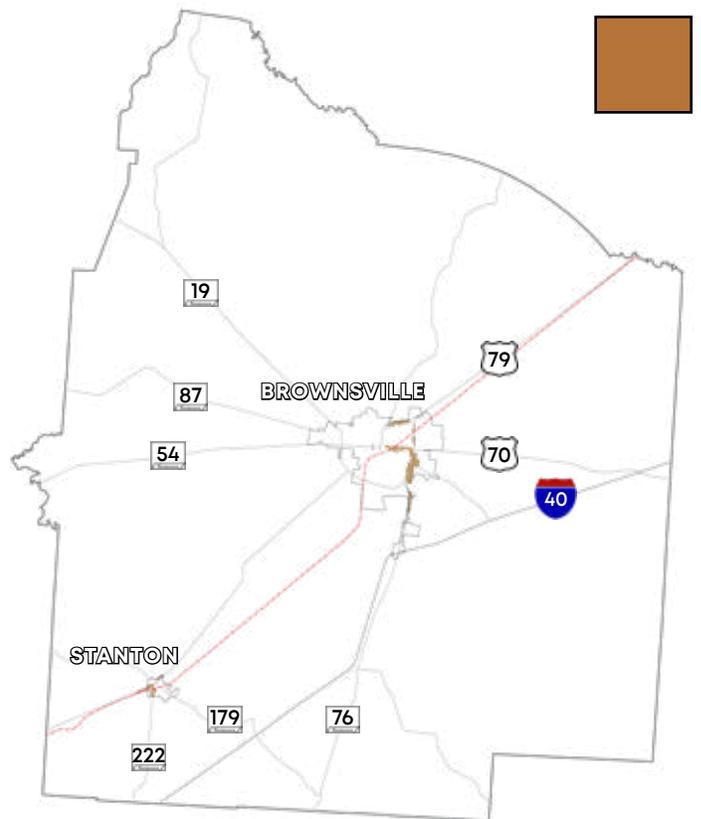
Brownsville



Stanton

General Development Form

Development Pattern	Linear pattern of moderate to high single-use and mixed-use
Residential Density	6.0 - 18.0 dwelling units / acre (typical)
Non-Residential Intensity	Approximately 0.5 FAR (typical)
Building Height	1 - 5 stories
Public Space Features	Activated & programmable parks, small to medium scale plazas, linear parks
Parking	On-street (formal) where appropriate) Shared parking encouraged



Haywood County - Town Corridor Place Type

Example Town Corridor Development



Character Imagery



Mixed-use infill with live-work uses on the ground floor and residential units above.



Larger scale commercial use on a Town Corridor with parking located behind the building promoting a pedestrian oriented focus.



Pedestrian friendly urban drive-thru with vehicular access and circulation.



Pedestrian oriented, mixed-use building on a Town Corridor. Streets and sidewalks provide connectivity to adjacent properties.

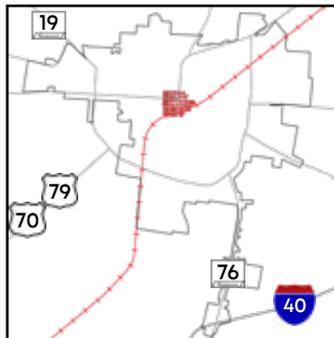
Town Center

Land Use Intent

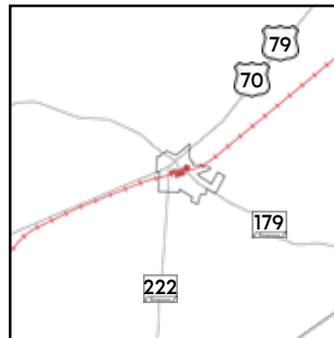
Town Centers serve as the urban focal point for economic and civic life. Concentrated within a few blocks, this core area encourages a mixture of high intensity commercial, retail, office, civic, residential, public space, amenities, and light industrial use where composed of appropriate maker spaces and small scale manufacturing. Vertically mixed-use buildings should be encouraged. Single-use office and residential buildings should complement the mixed-use area. The Town Center is characterized by higher levels of accessibility, elevated design consideration for sidewalks, pedestrian safety and comfort, and essential support services. Regular activities and special events are key activators of Town Centers, which serve as the social and cultural centers of the community. Where possible integration of attainable housing in proposed mixed-use developments should be pursued.

General Development Character

Building forms are predominantly characterized by ground floors containing retail storefront, restaurants, lobbies, maker spaces, or a flexible mix of uses. In multi-story buildings, upper floors include office, residential, or hotel uses. A wide variety of residential uses and amenities may extend to the ground floor of buildings where located along quieter local side streets. These areas contain the greatest density/intensity and scale of development within a community. Buildings should support and reinforce a pedestrian oriented pattern by providing adequate width walkways for pedestrian circulation, public space, streetscape elements, and adjacent outdoor retail such as outdoor dining.



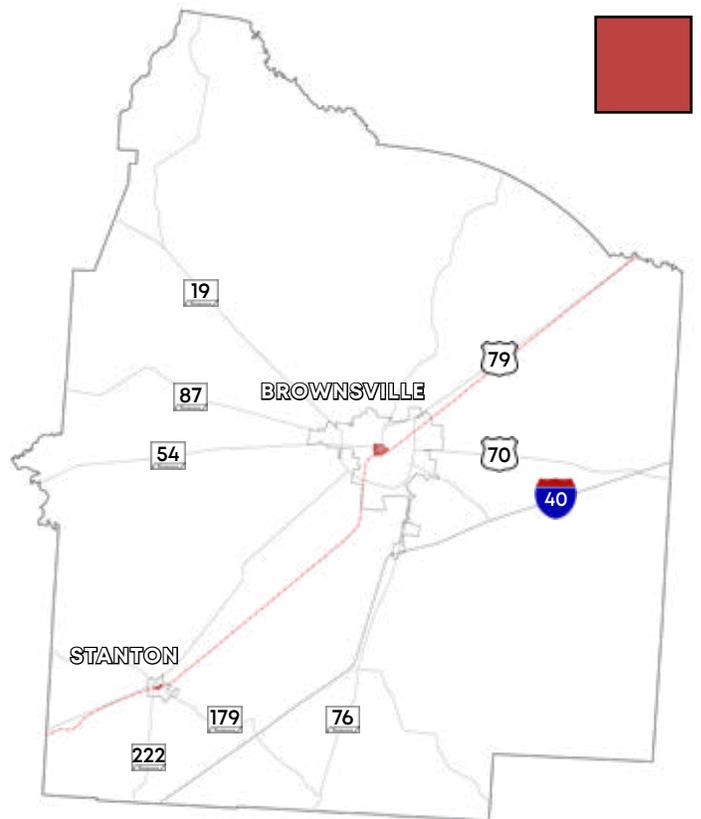
Brownsville



Stanton

General Development Form

Development Pattern
Concentration of high density & intensity mixed-use buildings
Residential Density
8.0 - 24.0 dwelling units / acre (typical)
Non-Residential Intensity
Greater than 0.5 FAR (typical)
Building Height
Height informed by context or district regulations
Public Space Features
Activated & programmable parks, plazas, elevated sidewalk and streetscape design
Parking
No minimum parking required, on-street parking (formal), shared parking to the rear of buildings



Haywood County - Town Center Place Type

Example Town Center Development



Character Imagery



Pedestrian and street oriented mixed-use buildings



Town Centers are encouraged to incorporate usable parks and open space into their design.



Residential uses may extend to ground floors along quieter, pedestrian scaled streets.



Pedestrian oriented mixed-use buildings include activated storefronts face the primary street with residential uses above.

Employment Center

Land Use Intent

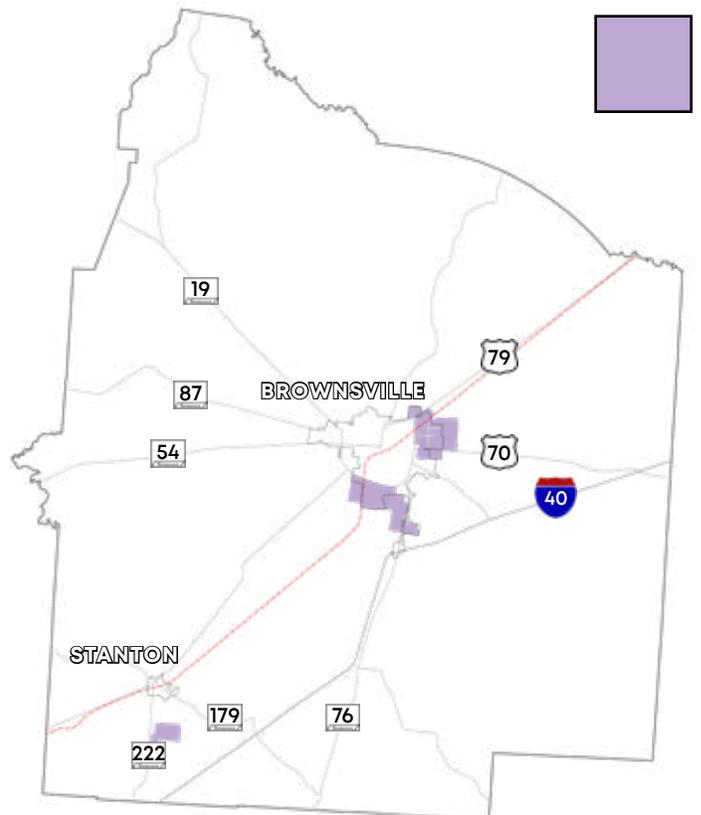
The Employment Center area enables uses such as office campuses, research facilities, distribution centers, and light and heavy industry. Providing an environment that nurtures talent and encourages creativity, Employment Center strives to foster a diverse and healthy economic, employment, and fiscal base for a more prosperous community. However, some uses may be accompanied by significant impacts such as traffic generation, noise, lighting, fumes, and/or building types and scales that are not conducive to locations in close proximity to residential and/or some commercial uses. Access to a robust transportation network and appropriate support services is essential to Employment Centers, thus designated areas are located along or adjacent to major roadways with easy access to I-40, adjacent to existing rail service and/or located so as to minimize the likelihood of freight movement transversing through residential districts (where possible). While the Future Land Use Plan indicates several areas as appropriate Employment Centers, land-use decisions should carefully consider the character intensity, type, and scale of individual proposed uses.

General Development Character

Building forms are predominantly characterized by large format office campuses, smaller-scale service uses, and industry at a variety of scales. Special attention is required in locating uses which generate noise, odors, or require excessive site lighting. Heavy industry should be sensitive to surrounding context as well as transportation, stormwater, and utility infrastructure. Impacts to sanitary sewer, stormwater facilities and area roadway types and capacities must be carefully weighed. Due to the potential scale and nature of uses within Employment Centers, elevated consideration should be given to screening and landscaped buffer requirements, specifically where areas abut residential districts. Pedestrian connectivity and well-designed streetscapes are fundamental to better ensuring appearance, appeal, and long-term investment within these areas.

General Development Form

Development Pattern
Low to high intensity buildings
Residential Density
N/A
Non-Residential Intensity
Approximately 0.35 - 0.5 FAR (typical) ground floor
Building Height
Up to 4 stories or 45 feet (typical)
Public Space Features
Landscape buffers along roads, greenways, improved stormwater features
Parking
Large parking and service areas located to the side or rear of buildings



Haywood County - Employment Center Place Type

Example Employment Center Development



Character Imagery



Industrial uses that incorporate landscaped buffers, screening, wayfinding, and placemaking elements.



Hospital campus



Elevated design industrial use that addresses the primary street.

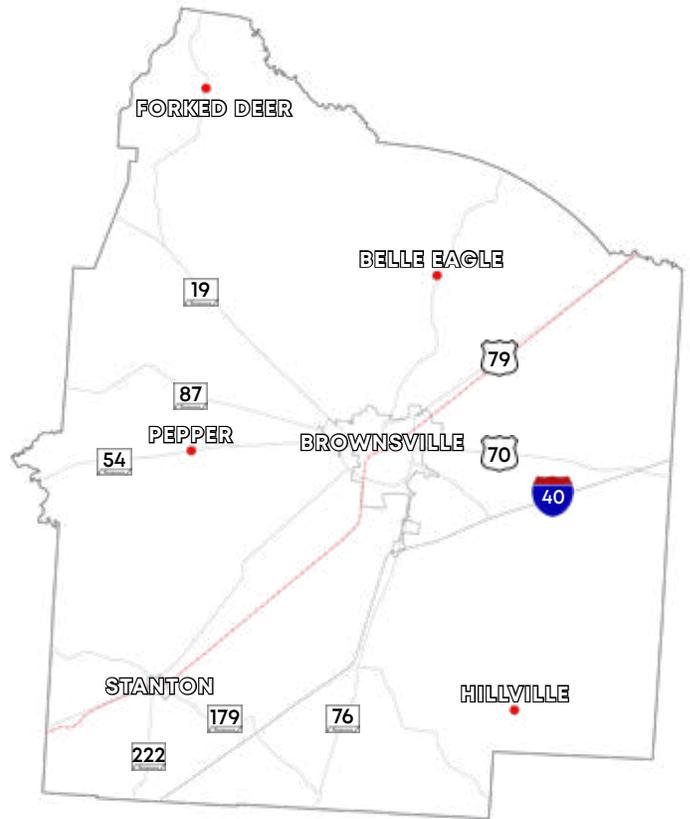


Office campuses should incorporate pedestrian and vehicular connectivity within and to adjacent neighborhoods.

Community Focused Investment

Intent

As development occurs in Haywood County, smaller communities within the FARR may experience investment at varied scales. Investments in services, public facilities, amenities, and religious institutions or other similar uses be focused around common points in these communities. This focused approach will improve overall access to services and amenities while the resulting utilization by community members will better support the potential for adjacent small-scale commerce for area residents. The red nodes indicate a proposed center for Community Focused Investment based on surrounding context and community input throughout the public engagement process. These locations consist of Belle Eagle, Forked Deer, Hillville, and 'Pepper' (at or near the intersection of Pepper Lane and TN-87). Placing an initial emphasis on focused investment in these areas creates a foundation on which future development and investment continues in Haywood County beyond the 10-year horizon of the Future Land Use Plan.



Character Imagery



Community Services



Outdoor farmers market



Civic Uses

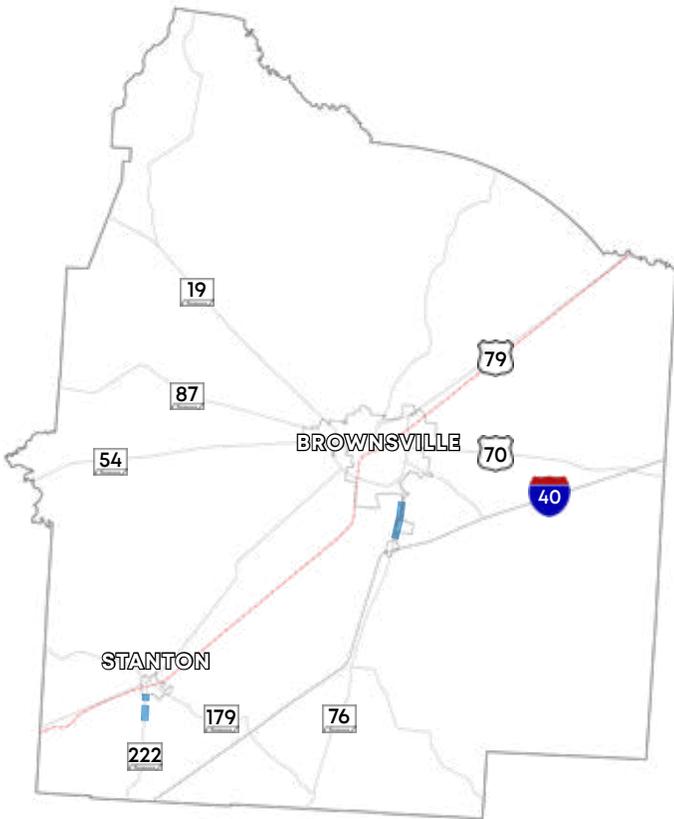


Parks and public amenities for area residents

Gateway Corridors

Intent

Gateway Corridors should be utilized to enhance the main thoroughfare entrances into the City of Brownsville and the Town of Stanton. These corridors should consist of a holistic and unified streetscape design befitting the primary entry into the municipalities. Design of the Gateway Corridors should incorporate appropriate well-landscaped buffers, unified signage and wayfinding standards, pedestrian and vehicular scaled street lighting, and public art. Specific design and design standards should emphasize, elevate, and embody the Community's Vision and Growth Principles. The Gateway Corridors may be extended and/or new Gateway Corridors may be defined within the 10-year horizon of the Future Land Use Plan.



Character Imagery



Well-landscaped buffer that screens development



Signage paired with decorative lighting



Signage with landscaping



Emphasis at a development entry from the Gateway Corridor

Transportation Strategies

Haywood County is updating its Future Land Use Plan with the assistance of LRK in response to the construction and 2025 opening of Ford's Blue Oval City in the southwest area of the County, just north of the I-40/TN 222 interchange and just south of Stanton. Blue Oval City consists of a vehicle manufacturing plant and a battery plant, totaling approximately ten million square feet and employing 6,000 staff. The County has commissioned this study to assist in planning for an influx of new population and the subsequent need for new housing and services. As the County grows, it will need to develop a transportation system that serves its population without degrading the character of what makes this part of Western Tennessee so special: the scenic vistas, small towns, and rural byways. Hearing clearly from stakeholders that these attributes are important to residents, this high level look at transportation strategies **produced by Kittelson & Associates** seeks to balance the provision for safe and efficient mobility for current and future residents while not sacrificing the very essence of what makes this area a treasured place. Too often in Tennessee and elsewhere are scenic vistas and small towns spoiled by the widening of highways; this set of strategies presented seeks to avoid the future that so many communities have realized with transportation solutions that do not respect and respond to the surrounding context. The transportation strategies contained herein are tailored to support and enable the County's desired land use vision scenario, being one of focusing mixed use development in areas already impacted by human settlement, and in a form that preserves and protects the countryside that is dear to Haywood County.

This effort began with a review of the community vision and desires as expressed in an online community survey and at a series of community "open houses." From those, the following items were expressed as "Vision and Growth Principles" in summer 2023. The vision statement directed the plan "To ensure that Haywood County respects, preserves, and enhances its values, diversity, history, quality of life, and character as the community grows. The statement went further to articulate the following Growth Principles and Planning Objectives that were important to the citizens of Haywood County.

The fiscal analysis for the County showed that the preferred growth scenario would be the "Community Concentration and Countryside Conservation" scenario, by which growth would be designated within existing settlement areas or targeted at specific crossroads (called "Four Ways"). This scenario is predicated on providing goods and services within proximity to settlement to alleviate the distances current and future residents would have to travel to satisfy general daily needs. This idea of mixed use also emphasizes the ability for residents to make shorter trips, some of which could be accomplished by walking or biking; this ability will require that these settlement areas be supported by a finer grained transportation network of slower connected streets with facilities for people to safely walk or bike. This strategy also allows for preservation of the vistas and farmland that makes Haywood County special, and by providing network in this pattern the need for wholesale highway widening and its scarring of the landscape is mitigated. To develop this strategy, we reviewed the draft land use maps, reviewed the community goals and issues articulated in the community survey, and compared the relative traffic impacts of the Blue Oval facility to the current roadway network to see where enhancements should be focused and what they should consist of. Culminating with a two day site visit, we observed firsthand the major corridors of the County and their traffic and character. We have summarized these findings and set of strategies in the following memorandum.

Traffic Data Evaluation

Located within Haywood County, the Blue Oval facility will have a significant impact on the transportation network within the County, especially the roadways closer to the facility. Impacts will distribute to the roadway network within the County farther away from the facility, lessening the impact on any single roadway. Estimates of new daily traffic attributable to a heavy manufacturing facility with 6,000 employees is estimated at 15,000 trips per day using ITE's trip generation methodology. Knowing that the 6,000 employees only encompass the Blue Oval facilities and not additional suppliers and vendors who usually co-locate with auto

Transportation Strategies

manufacturing plants, assuming an additional 4,000 employees (10,000 total employees) raises that number to slightly over 21,000 new trips per day. Understanding that many employees may live in the Jackson or East Memphis areas initially, a majority of these trips will rely on I-40 for access to work, with another significant amount using US 79. This volume will be concentrated near the facility with roadways such as I-40 and TN 222 seeing the bulk of the traffic, and distributing throughout the network as it moves farther away from the plant. TN 222 has been recently widened from two to four lanes from the I-40 interchange along the Blue Oval frontage to the new Haywood County EMS and Fire Station just north of the Blue Oval property.

A cursory review of the roadway network's current TDOT traffic count data reveals that most of the roadway network is not operating anywhere near its capacity currently. The highest trafficked roadway in the study area, I-40 currently carries approximately 35,000 vehicles per day between TN 222 and TN 179. With four freeway lanes, I-40 should be able to accommodate in the range of 60,000 vehicles per day before significant congestion is seen; this would reflect an almost 40% increase in traffic volumes. Daily capacity estimates are obtained using Florida DOT's Generalized Level of Service tables (FDOT, 2020). Surface roadways carry even less, with the peak reported daily volume being just over 10,000 vehicles per day on the four lane US 79 Bypass just south of Main Street near Downtown Brownsville.

The rural two lane roadways which could potentially be feeders for the Blue Oval facility for workers commutes again hold a significant amount of excess capacity, with capacity of an uninterrupted rural two-lane state roadway estimated at between 25,000 and 30,000 vehicles per day; in areas closer to towns where signals are present, that capacity is reduced to between 14,000 and 16,000 vehicles per day. A few typical rural 2-lane roadways with their 2022 TDOT daily counts are listed below:

- US 79/TN 1 (just east of TN 222 and Stanton), 2,004
- TN 222 (between Blue Oval and Stanton), 928
- TN 76 (south of Brownsville), 8,783

- TN 54 (west of Brownsville), 2,686
- TN 19 (south Nutbush), 2,296
- US 70 (west of Union Mercer Road) 4,673
- TN 179 (south of I-40), 887

The peak volume on most of these segments is less than 50% of the signalized capacity and even less on the rural unsignalized segments, allowing significant capacity for traffic growth to be distributed among the existing roadway network without the need for wholesale widening of two lane highways. This strategy is also in line with the Growth Principles inasmuch as they look to preserve and protect the rural character and quality of life for Haywood County residents, both today and in the future.

Observations from Site Visit and Research

The team spent a day driving these routes in Haywood County to observe the roadway conditions and elements such as horizontal and vertical geometry, presence or absence of shoulders and recovery areas, presence or absence of turn lanes, separation to roadside drainage swales, and tree canopy and scenic vistas. The predominant impression is that major roadways in the County are for the most part aesthetically pleasing and offer views of the surrounding farms and landscape, and in many instances also have areas of significant tree canopy. The major highways included shoulders (gravel or grassed) to allow for pull offs for disabled vehicles or for a recovery area if a distracted driver ran off the road. These facilities also incorporated adequate sight lines and avoided sharp horizontal curvature while providing space between the travel lanes and open drainage swales and trees.



90-degree curve and lack of shoulders on Elm Tree Road

Transportation Strategies

Some of the less trafficked roadways though did include some safety concerns such as almost 90-degree turns in areas, lack of usable shoulders, and remarkably close proximity between the edge of the traveled way and obstacles such as steep slopes of open drainage swales and trees very close to the edge of the travelway. These geometric conditions should be carefully rectified as the ability to address them is available through selective additions of shoulders (structural turf if possible, for aesthetics), retrofit of sharp curves with more gentle curvature through realignment, and better protection/selective guardrail installations to allow motorists to avoid collisions with trees (without removing the tree canopy) and steep slopes associated with open swales.

From the community survey, there were comments on intersection treatments and a desire to see more roundabouts like the one constructed in Atoka. Roundabouts have proven to be effective in not only moving traffic but also eliminating high-speed T-bone crashes that can be prevalent on high speed rural roadways at intersections, so

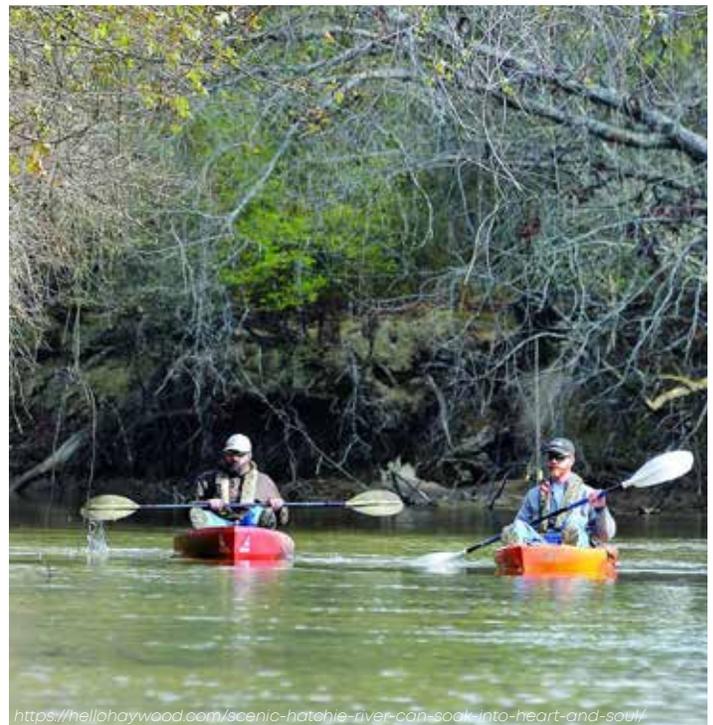
they should be included in the toolbox of measures considered for Haywood County.

Haywood County also has a unique and special resource in the Hatchie River basin and the Hatchie National Wildlife Refuge. Many communities have successfully leveraged eco-tourism with facilities such as blueways and greenways in corridors such as this, and the preferred growth scenario works seamlessly within the framework of a Hatchie River focus. The County should support and encourage the visibility and legacy of the Hatchie River to provide its residents and visitors with ways to experience natural Tennessee, and to capitalize on the potential economic benefits from highlighting this unique resource through accessibility for outdoor exploring by biking, hiking, or paddling. The designation of the National Wildlife Refuge also opens facility funding sources through programs such as the Federal Lands Access Program (FLAP), which can be used to construct trails or other non-motorized access facilities.



Atoka, TN Traffic Circle During 5pm Traffic on youtube.com

Roundabout in Atoka TN



<https://hellohaywood.com/scenic-hatchie-river-can-soak-into-heart-and-soul/>

Recommended Strategies

The data and observations lead us to a recommendation that instead of focusing on wholesale widenings of the County's two lane highways, the focus should be more on a "do no harm" approach that addresses spot operational and critical safety concerns as the County sees growth related to Blue Oval City. The following set of recommendations should be considered to not only address safety, but also to meet the goals of creating a roadway network that preserves and enhances all the attributes that make Haywood County a desirable place to live.

HIGH LEVEL STRATEGIES ARE AS FOLLOWS:

- 1** Preserve scenic vistas and viewsheds
- 2** Focus any roadway capacity enhancements/widenings near Blue Oval City, such as TN 222 south to I-40
- 3** Begin planning for widening I-40 to be constructed at a future date
- 4** Continue development and support of I-69 corridor planning efforts
- 5** Address safety on current 2-lane highways
 - a.** Add left turn bays where needed at intersections
 - b.** Create shoulders where none exist (reinforced turf preferable to gravel to maintain rural character)
 - c.** Similar to shoulder areas, provide occasional pull-offs for agricultural vehicles to move out of the way of queues of faster moving traffic on rural highways
 - d.** Eliminate sharp curves where impacts to surrounding context allows
 - e.** Preserve canopy sections and add small segments of guardrail where necessary to prevent vehicles from impacting trees
 - f.** Consider roundabouts at locations where there would be potential for high speed T-bone type crashes, as well as either at entries/gateways to Towns or within Four Ways
- 6** Create character changes to alert drivers to more settled areas and presence of vulnerable users such as pedestrians and bicyclists in currently settled rural areas and in the proposed "Four Ways" and entries to Towns.
 - a.** Develop transition area to signal that driver is entering more built up area with pavement edge delineation, formally spaced landscape, and sidewalk/shared use path
 - b.** Develop gateway for Four Ways with signage, entry feature, and beginning of curbed section
 - c.** Within core area of Four Way, develop curb and gutter, on street parking (if needed), and continuous sidewalks, lighting, and streetscape on both sides.

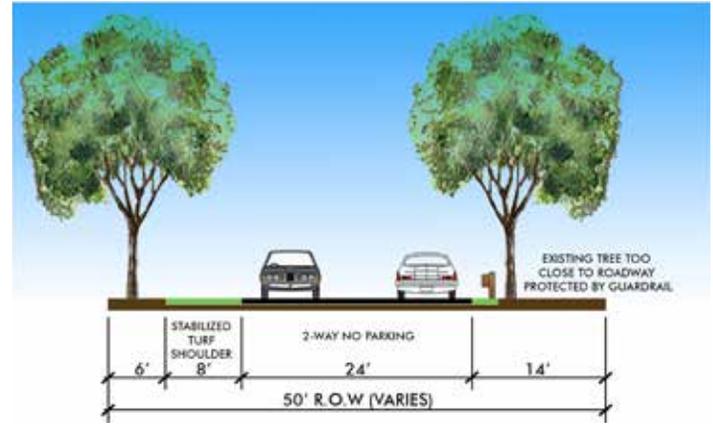
Transportation Strategies

Conclusions

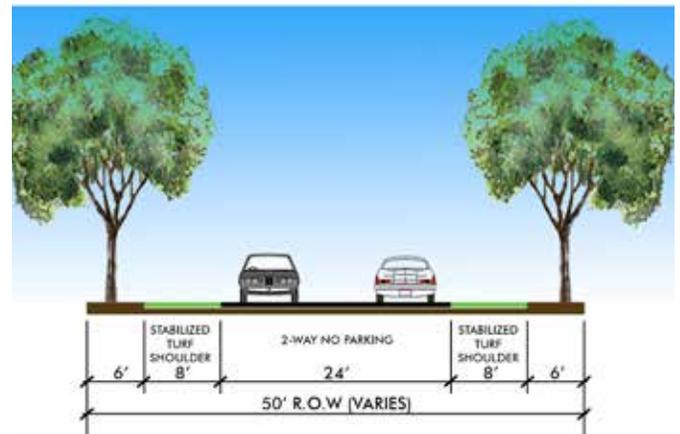
The strategies outlined on the previous page should accommodate the expected growth associated with Blue Oval City even beyond the ten-year horizon outlined in the Future Land Use Plan. These strategies also focus on preserving and enhancing the character of what respondents to the community survey indicated were the things most important to Haywood County residents, and what makes it such a special place, such as scenic vistas, the small town and rural character, tree canopy, working farmland, and natural treasures such as the rolling topography and scenic watersheds. Particular attention should be paid to the Hatchie River resource and steps should be taken to not only preserve that resource but to tell its story to both residents and visitors, leveraging that natural asset as a community resource.

Additional steps such as development of street design guidelines, funding allocations, and programming of transportation network enhancements will all be required to implement the above strategies, but these strategies will allow Haywood County to realize the vision set forth in the Future Land Use Plan with a robust and context-consistent transportation system.

Rural Road



Rural Road with Guardrail to protect existing trees



Rural Road (Typical). Improvements designed to accommodate additional width associated with movement of farm equipment.

Transition from Rural Area to Rural Four-Way



Example of a Rural Road Transition into a Four-Way. Aldie, VA



Rural road with Multi-modal Trail.

Sample Street Sections

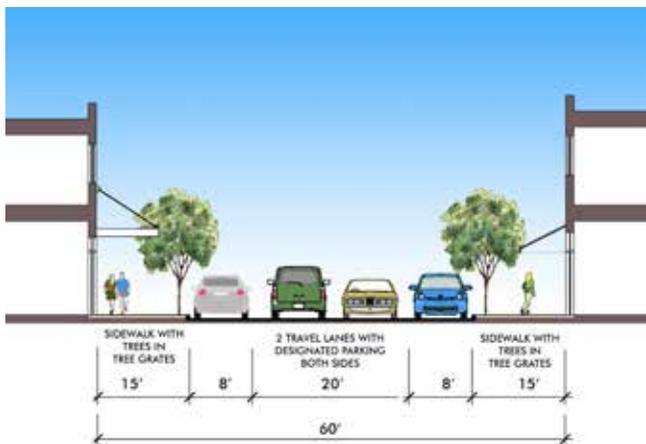
Neighborhood Street



Neighborhood Street (Typical)



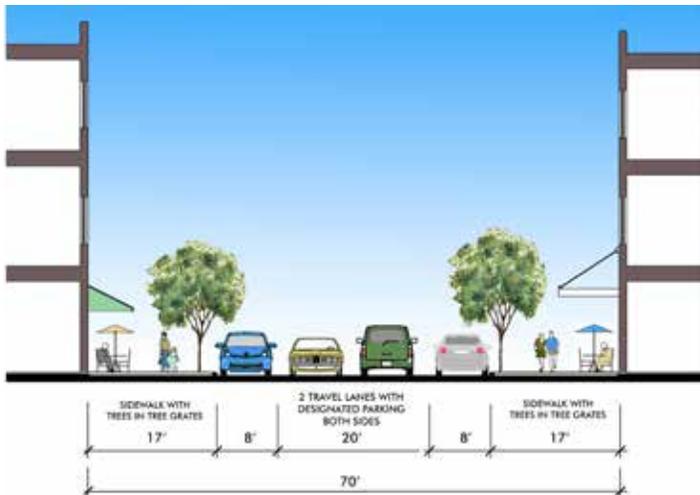
Town Street



Two Lane Town Street (Section)



City Street



Two Lane City Street







CHAPTER

5

Implementation

Using the Future Land Use Plan

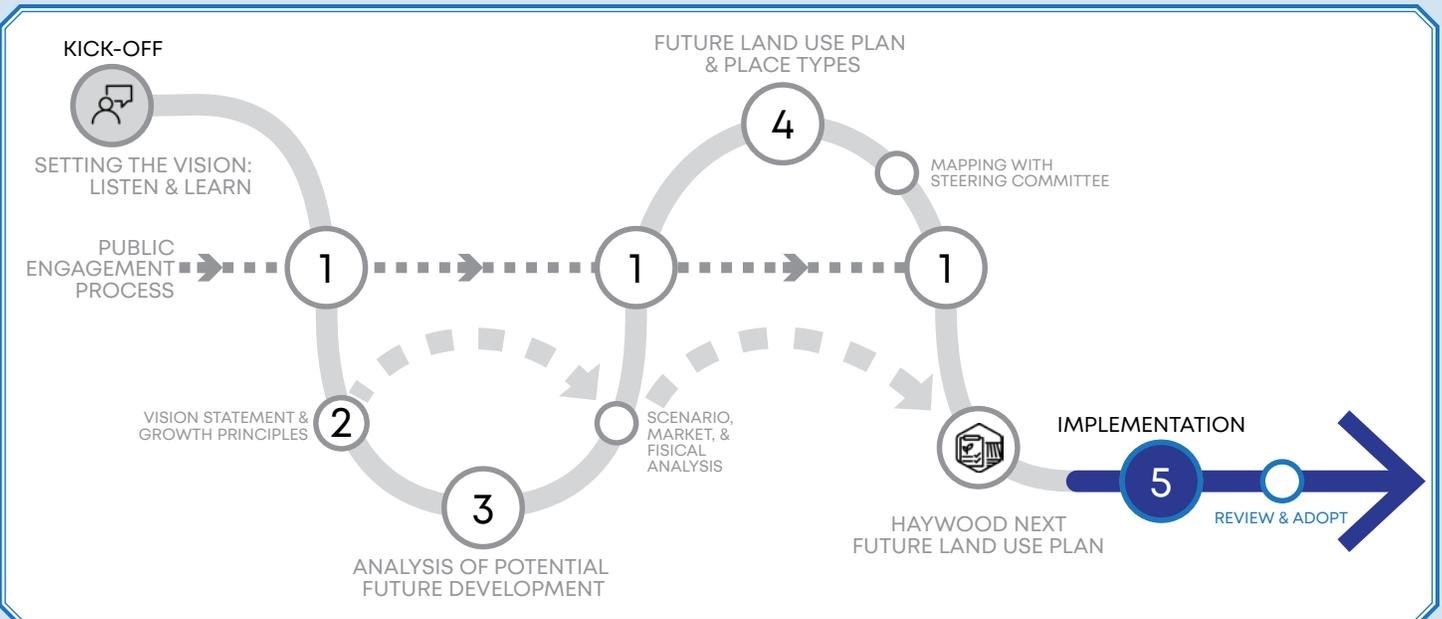
The Haywood Next Future Land Use Plan serves as a guide to inform future land use decisions including regulations, intensities of use, and patterns of development. The recommendations contained within this report are intended to supplement Haywood County’s Zoning Ordinances. This document provides policy direction for future land use decisions, including rezoning of property, that contributes to the desired future growth strategy for Haywood County over the next ten years. The plan shall be revisited on a regular basis, typically every three to five years, to determine if updates are necessary. If a transformational event occurs, such as the construction of a regional sanitary sewer system, the Plan should be revisited to understand how the catalytic event may impact future land use in the area.

Adoption of this report by The City of Brownsville, the Town of Stanton, and Haywood County indicates the legislative bodies have chosen to implement the recommendations herein as a means to achieve the shared vision established by the community-informed process as outlined in previous chapters.

Successful implementation of the Plan requires that land use decisions check all three boxes:

- Consistent with the Vision Statement**
- Follows the Growth Principles**
- Appropriate Land Use Place Type**

“Please provide the tools and transparency to Haywood County for future development and guidance.”



Performance Score Card

The Performance Score Card should be referenced and completed at defined intervals to ensure that the Future Land Use Plan stays up-to-date and is being implemented appropriately throughout the community.

FUTURE LAND USE PLAN PERFORMANCE MEASURES

Percentage of Undeveloped Land

1. At intervals of 2.5 years - Quantify and monitor the rate of change within the community to determine if Place Type areas and their locations should be modified and revised.
 - a. Determine available and/or undeveloped area per Place Type; Compare to available and/or undeveloped area per Place Type at the time of adoption
 - b. Determine whether additional Place Type area or locations are warranted prior to 10-year revision

Future Land Use Plan Revisions

2. At intervals of 2.5 years - Review all applications for revisions to the Future Land Use Plan and evaluate based on the following:
 - a. Number of Applications, Place Type Requests, Justification
 - b. Analyze to identify potential patterns and common issues
 - c. Determine if intermediate revisions are warranted (prior to 10-year horizon)

Publicly Initiated Community Plans

3. As publicly initiated community and small area plans are adopted, analyze recommendations pertaining to the Future Land Use Plan:
 - a. Identify conformance of Small Area Plans and/or Community Plans, and identify potential areas non-alignment with the Future Land Use Plan
 - b. Determine the need for revisions to the Future Land Use Plan to support the local vision

Transformational Event

4. In the event of catalytic change that is either likely to occur beyond the 10-year horizon of the Future Land Use Plan or cannot currently be predicted with an acceptable degree of certainty, the Future Land Use Plan should be evaluated in order to determine if revisions are necessary regardless of the previous revision schedule. Such events may include:
 - a. New, large-scale economic development representing a net increase in total employment within Haywood County of at least 35%
 - b. Construction of a regional sanitary sewer system

Next Steps

The shared vision of the community can be attained by following of the recommendations of this document supplemented with the introduction of new or modifications to existing policy that pursues the same objectives. The following action items have been identified as next steps to ensure the successful implementation of the Haywood Next Future Land Use Plan.

Immediate Action

1. Adoption of the Future Land Use Plan amendment process.
2. Define and adopt the formal Future Land Use Plan.
3. Implement Land Use Entitlement - Site Plan Approval Process (pre-application conference, application fees, design requirements, traffic, stormwater, sewer capacity) to incorporate and promote a transparent Public Review process.
4. Collaborate with adjacent communities to identify regional infrastructure opportunities and partnerships.

Priority Action (1-2 Years)

5. Analyze zoning and development regulations to identify updates and revisions to achieve the Vision and Growth Principles informed by the Haywood Next Future Land Use Plan.
6. Identify and develop critical Small Area Plans to guide development at potential locations.
7. Update the Major Road Plan Network informed in part by the Future Land Use Plan recommendations.
8. Update Facility Master Plans based on the Future Land Use Plan recommendations.

Near Term Action (2-3 Years)

9. Revisit the Interim Development and Design Guidelines to determine what changes should be made in relation to the Future Land Use Plan.
10. Craft a county-wide Green Print Plan which:
 - a. Defines locations and program for new and improved neighborhood and regional parks and open spaces.
 - b. Enhances the quality of life for existing and incoming residents and investment.
 - c. Encourages an active and healthy lifestyle.
 - d. Capitalizes on the value of area assets.

Long Term Action (3-5 Years)

11. Revisit the Future Land Use Plan to analyze performance and identify potential revisions on a regular basis (intervals of 2.5 years) and/or due to potentially transformative changes such as:
 - a. New major economic development
 - b. Construction of Regional Wastewater treatment system
12. Establish an Aquifer and Water Quality Plan to ensure a safe water supply for future generations.
13. Plan for resilient utility, water, stormwater, and sewer infrastructure.

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Appendix



State of Tennessee

PUBLIC CHAPTER NO. 465

SENATE BILL NO. 1313

By Johnson, Jackson, Stevens, Taylor

Substituted for: House Bill No. 1326

By Lamberth, Cochran, Vaughan, Todd

AN ACT to amend Tennessee Code Annotated, Title 13, relative to planning.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE:

SECTION 1. Tennessee Code Annotated, Section 13-3-413(b), is amended by deleting the subsection and substituting instead:

(b)(1) A vested property right is established, with respect to any property, upon the submission to the local government in which the property is situated of:

(A) A preliminary development plan;

(B) A final development plan where no preliminary development plan is required by ordinance or regulation; or

(C) A building permit allowing construction of a building where there is no requirement for prior approval of a preliminary development plan for the property on which that building will be constructed.

(2) Notwithstanding subdivision (b)(1), a vested property right is not established unless the plan or building permit substantially complies with the requirements of local development ordinances and regulations pursuant to subsection (e).

(3) During the vesting period described in subsections (c) and (d), the locally adopted development standards that are in effect on the date of submission of a preliminary development plan or the date of approval of a building permit, as described by this subsection (b), shall remain the development standards applicable to that property or building during the vesting period.

SECTION 2. Tennessee Code Annotated, Section 13-3-413(c), is amended by deleting the subsection and substituting instead:

(c) The vesting period applicable to a submitted application for a building permit for a preliminary development plan or a final development plan where no preliminary development plan is required by ordinance or regulation is a period of three (3) years, beginning on the date of submission of the plan to the local government pursuant to subsection (b). Unless an extension is granted by the local government, the vesting period applicable to an approved construction project for which a building permit has been issued begins on the date of issuance of the building permit by the local government and remains in effect for the time period authorized by the approved building permit, including any approved renewal obtained by the applicant prior to the expiration or termination of the permit to be renewed; provided, that the applicant pursues site preparation with reasonable diligence, if such preparation is necessary, and construction.

SECTION 3. Tennessee Code Annotated, Section 13-3-413(d)(1), is amended by deleting the language "the local government's approval" and substituting "submission".

SECTION 4. Tennessee Code Annotated, Section 13-3-413(d)(2), is amended by deleting the language "approval" and substituting "submission".

SECTION 5. Tennessee Code Annotated, Section 13-3-413(d)(3), is amended by deleting the language "approval" wherever it appears and substituting "submission".

SECTION 6. Tennessee Code Annotated, Section 13-3-413(e), is amended by deleting the last two sentences of the subsection and substituting instead:

Any such ordinance or resolution shall also specify what constitutes substantial compliance with the requirements of local development ordinances and regulations for the submission of a development plan within its jurisdiction. If a local government has not adopted an ordinance or resolution pursuant to this section specifying substantial compliance that would trigger a vested property right, then rights shall vest upon the submission of any plan, plat, drawing, or sketch, however denominated, that is substantially similar to any plan, plat, drawing, or sketch described in subdivision (k)(5) or (k)(6).

SECTION 7. Tennessee Code Annotated, Section 13-3-413(f)(1), is amended by deleting "approval" and substituting "submission".

SECTION 8. Tennessee Code Annotated, Section 13-4-310(b), is amended by deleting the section and substituting instead:

(b)(1) A vested property right is established, with respect to any property, upon the submission to the local government in which the property is situated of:

(A) A preliminary development plan;

(B) A final development plan where no preliminary development plan is required by ordinance or regulation; or

(C) A building permit allowing construction of a building where there is no requirement for prior approval of a preliminary development plan for the property on which that building will be constructed.

(2) Notwithstanding subdivision (b)(1), a vested property right is not established unless the plan or building permit substantially complies with the requirements of local development ordinances and regulations pursuant to subsection (e).

(3) During the vesting period described in subsections (c) and (d), the locally adopted development standards that are in effect on the date of submission of a preliminary development plan or the date of approval of a building permit, as described by this subsection (b), shall remain the development standards applicable to that property or building during the vesting period.

SECTION 9. Tennessee Code Annotated, Section 13-4-310(c), is amended by deleting the subsection and substituting instead:

(c) The vesting period applicable to a submitted application for a building permit for a preliminary development plan or a final development plan where no preliminary development plan is required by ordinance or regulation is a period of three (3) years, beginning on the date of submission of the plan to the local government pursuant to subsection (b). Unless an extension is granted by the local government, the vesting period applicable to an approved construction project for which a building permit has been issued begins on the date of issuance of the building permit by the local government and remains in effect for the time period authorized by the approved building permit, including any approved renewal obtained by the applicant prior to the expiration or termination of the permit to be renewed; provided, that the applicant pursues site preparation with reasonable diligence, if such preparation is necessary, and construction.

SECTION 10. Tennessee Code Annotated, Section 13-4-310(d)(1), is amended by deleting the language "the local government's approval" and substituting "submission".

SECTION 11. Tennessee Code Annotated, Section 13-4-310(d)(2), is amended by deleting the language "approval" and substituting "submission".

SECTION 12. Tennessee Code Annotated, Section 13-4-310(d)(3), is amended by deleting the language "approval" wherever it appears and substituting "submission".

SECTION 13. Tennessee Code Annotated, Section 13-4-310(e), is amended by deleting the last two sentences of the subsection and substituting instead:

Any such ordinance or resolution shall also specify what constitutes substantial compliance with the requirements of local development ordinances and regulations for the submission of a development plan within its jurisdiction. If a local government has not adopted an ordinance or resolution pursuant to this section specifying substantial compliance that would trigger a vested property right, then rights shall vest upon the submission of any plan, plat, drawing, or sketch, however denominated, that is substantially similar to any plan, plat, drawing, or sketch described in subdivision (k)(5) or (k)(6).

SECTION 14. Tennessee Code Annotated, Section 13-4-310(f)(1), is amended by deleting "approval" and substituting "submission".

SECTION 15. Tennessee Code Annotated, Section 13-7-109, is amended by deleting subdivision (2).

SECTION 16. Tennessee Code Annotated, Section 13-7-109, is amended by designating the existing language as subsection (a) and adding the following as a new subsection (b):

(1) A local government may, by ordinance, delegate initial jurisdiction over specified special exceptions, for interpretation of the map, or for decisions upon other special questions upon which the board of appeals is authorized by such ordinance to pass, to the local building commissioner or other administrative official.

(2) For matters delegated pursuant to subdivision (b)(1):

(A) The board's jurisdiction is appellate only;

(B) The local building official or other administrative official shall make the initial ruling based on the criteria set forth in the ordinance; and

(C) The delegation ordinance must specify which special exceptions have been delegated to the local building commissioner or other administrative official.

(3) The ordinance must include specific and objective standards by which special exceptions are evaluated.

(4) A request for a special exception must not be denied on the basis of health, safety, or general welfare, unless those bases are defined in the ordinance.

(5) For any request for a special exception, or request for interpretation of the map, the local building commissioner or other administrative official to whom jurisdiction has been delegated must render a decision within one hundred twenty (120) days of submission of a complete application, and the board must render a decision within one hundred twenty (120) days of the filing of an appeal. An applicant may consent to an extension or waive these deadlines. An application is deemed to be approved if the local building commissioner, other administrative official, or board fails to approve, deny, or extend with consent the application within the required time period.

SECTION 17. Tennessee Code Annotated, Section 13-7-207, is amended by deleting subdivision (2).

SECTION 18. Tennessee Code Annotated, Section 13-7-207, is amended by adding the following as a new subsection (b):

(b)(1) A local government may, by ordinance, delegate initial jurisdiction over specified special exceptions, for interpretation of the map, or for decisions upon other special questions upon which the board of appeals is authorized by such ordinance to pass, to the local building commissioner or other administrative official.

(2) For matters delegated pursuant to subdivision (b)(1):

(A) The board's jurisdiction is appellate only;

(B) The local building official or other administrative official shall make the initial ruling based on the criteria set forth in the ordinance; and

(C) The delegation ordinance must specify which special exceptions have been delegated to the local building commissioner or other administrative official.

(3) The ordinance must include specific and objective standards by which special exceptions are evaluated.

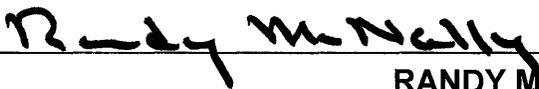
(4) A request for a special exception must not be denied on the basis of health, safety, or general welfare, unless those bases are defined in the ordinance.

(5) For any request for a special exception, or request for interpretation of the map, the local building commissioner or other administrative official to whom jurisdiction has been delegated must render a decision within one hundred twenty (120) days of submission of a complete application, and the board must render a decision within one hundred twenty (120) days of the filing of an appeal. An applicant may consent to an extension or waive these deadlines. An application is deemed to be approved if the local building commissioner, other administrative official, or board fails to approve, deny, or extend with consent the application within the required time period.

SECTION 19. This act takes effect on July 1, 2025, the public welfare requiring it.

SENATE BILL NO. 1313

PASSED: April 21, 2025



RANDY McNALLY
SPEAKER OF THE SENATE



CAMERON SEXTON, SPEAKER
HOUSE OF REPRESENTATIVES

APPROVED this 9th day of May 2025



BILL LEE, GOVERNOR



State of Tennessee

PUBLIC CHAPTER NO. 276

SENATE BILL NO. 1379

By **Watson, Stevens, Akbari, Haile, Lamar, Oliver, Taylor, Yager**

Substituted for: House Bill No. 1175

By **Williams, Camper, Hardaway, Davis, Hemmer, Lynn, Carringer, Parkinson, White**

AN ACT to amend Tennessee Code Annotated, Title 13; Title 49; Title 68 and Title 71, relative to child care.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE:

SECTION 1. Tennessee Code Annotated, Section 49-13-136(c)(1), is amended by adding the language "or child care agencies, as defined in Section 2," after the language "one (1) or more public charter schools" and by adding the language "or child care agency" after the language "used by a public charter school".

SECTION 2. Tennessee Code Annotated, Title 49, Chapter 2, Part 1, is amended by adding the following as a new section:

(a) As used in this section:

(1) "Child care agency" means a child care agency as defined in § 71-3-501 that is licensed to operate in this state by the department of human services;

(2) "Underutilized property" has the same meaning as defined in § 49-13-104; and

(3) "Vacant property" has the same meaning as defined in § 49-13-104.

(b) An LEA in which a child care agency operates shall submit a comprehensive listing of all underutilized property or vacant property to the department of human services and the comptroller of the treasury. The department shall make an LEA's list available to each child care agency operating in the LEA.

(c) A child care agency may petition the comptroller of the treasury for an audit of the list of all underutilized property or vacant property submitted by the LEA in which the child care agency operates. The comptroller of the treasury is authorized to promulgate rules, in accordance with the Uniform Administrative Procedures Act, compiled in title 4, chapter 5, for the administration of this subsection (c).

(d)(1) A child care agency that is operating in an LEA that does not have one (1) or more public charter schools operating within the geographic boundaries of the LEA has a right of first refusal to:

(A) Purchase vacant property listed by the LEA under this section at or below fair market value for child care purposes; or

(B) Lease underutilized property or vacant property listed by the LEA under this section at or below fair market value for child care purposes. A lease agreement executed between a child care agency and an LEA must not reflect any outstanding bonded debt on the underutilized property or vacant property, except as agreed upon to reflect any necessary costs associated with the occupation or remodeling of the agency.

(2) If one (1) or more public charter schools operate in the LEA in which a child care agency also operates, then a child care agency operating in the LEA has a right of second refusal to purchase vacant property or lease underutilized property or vacant property listed by the LEA in the same manner and to the same extent as provided in subdivision (d)(1).

(3) For purposes of this subsection (d), fair market value for child care purposes is determined by taking the average of two (2) separate appraisals conducted by two (2) independent, qualified appraisers, one (1) selected by the LEA and one (1) selected by the child care agency.

(e)(1) Upon the execution of a lease agreement pursuant to this section, the child care agency has unrestricted use of the property; provided, that the property must be used to provide child care services. The child care agency shall provide for routine maintenance and repair so that the leased property is maintained in as good of order as when the lease was executed. The child care agency is responsible for paying all utilities used by the child care agency at the leased property. Extensive repairs to buildings or facilities considered capital expenses are the responsibility of the LEA funding body and not the child care agency. If the owner or operator of the child care agency makes extensive repairs to buildings or facilities considered capital expenses, then the capital expenses must be credited against the cost of the lease. Any fixtures, improvements, or tangible assets added to leased property by the child care agency pursuant to this section must remain at the leased property upon the child care agency's return of the leased property to the LEA.

(2) If the LEA decides to sell the school building that a child care agency is leasing, then the child care agency must be provided the right of first refusal to purchase the school building at or below fair market value for child care purposes, as described in subdivision (d)(3), less the value of all rental payments made to the LEA during the term of the lease.

(3) If, during the term of the lease, the child care agency closes or ceases using the building, then the building must be placed on the LEA's vacant or underutilized property list pursuant to this section.

(f) If, after the purchase of vacant or underutilized property from an LEA pursuant to this section, the child care agency closes or ceases using the property, then the LEA has the right of first refusal to purchase the property from the child care agency at or below fair market value for child care purposes, as described in subdivision (d)(3). This subsection (f) does not require a child care agency to sell any property other than the property sold to the child care agency by the LEA pursuant to this section, if the LEA elects to exercise its right of first refusal.

(g) The comptroller of the treasury may promulgate rules, in accordance with the Uniform Administrative Procedures Act, compiled in title 4, chapter 5, for the administration of this section.

(h) This section is not intended to frustrate an LEA's ability to plan for the use of underutilized properties or vacant properties owned or operated by the LEA. In any LEA in which a child care agency operates, the LEA shall submit each year its plans for the use of underutilized or vacant properties owned or operated by the LEA in its annual report to the department of human services and the comptroller of the treasury.

SECTION 3. Tennessee Code Annotated, Section 71-3-501, is amended by adding the following as a new subdivision:

() "Host school" means a public or private school that has a child care agency or early learning program operating at the school, but that is not affiliated with the school;

SECTION 4. Tennessee Code Annotated, Section 71-3-502(d)(3), is amended by deleting the subdivision and substituting:

(3) If the department determines that any of the criteria in subdivision (d)(2) has not been or cannot be met, then it may deny an application for a provisional license. The department shall not deny a provisional license under this subdivision (d)(3) if:

(A) A host school's fire inspection is sufficient to meet the department's requirements for a provisional license as described in subdivision (d)(2) for a child care agency or early learning program operating at the host school for same age children as in the host school; and

(B) The host school's facilities are sufficient to meet the department's requirements as described in subdivision (d)(2) for a provisional license.

SECTION 5. Tennessee Code Annotated, Title 71, Chapter 3, Part 5, is amended by adding the following as a new section:

(a) As used in this section:

(1) "Child care family home" means a family child care home that is operated in an occupied residential dwelling; and

(2) "Local governing authority" means the governing body of the municipality or county where a child care family home is located.

(b)(1) Except as required by subdivision (b)(2), a local governing authority shall treat a child care family home as residential property in the application of local regulations, including:

(A) Zoning;

(B) Land use development; and

(C) Sanitation.

(2) A local governing authority shall apply the standards adopted by the state fire marshal pursuant to § 68-120-101 to a child care family home for the following:

(A) Fire and life safety standards; and

(B) Applicable building codes.

(c) For zoning purposes, "residential property use" includes single-family residential zoning.

(d) For a child care family home, a local governing authority shall not impose:

(1) Stricter requirements than those established by the division of fire prevention; or

(2) Any additional regulations that do not apply to other residential properties.

(e) This section does not restrict a local governing authority from managing the flow of traffic and parking adjacent to a child care family home.

SECTION 6. This act takes effect July 1, 2025, the public welfare requiring it.

SENATE BILL NO. 1379

PASSED: April 14, 2025



RANDY McNALLY
SPEAKER OF THE SENATE



CAMERON SEXTON, SPEAKER
HOUSE OF REPRESENTATIVES

APPROVED this 24th day of April 2025



BILL LEE, GOVERNOR